

THE ILLUSTRATED LONDON NEWS

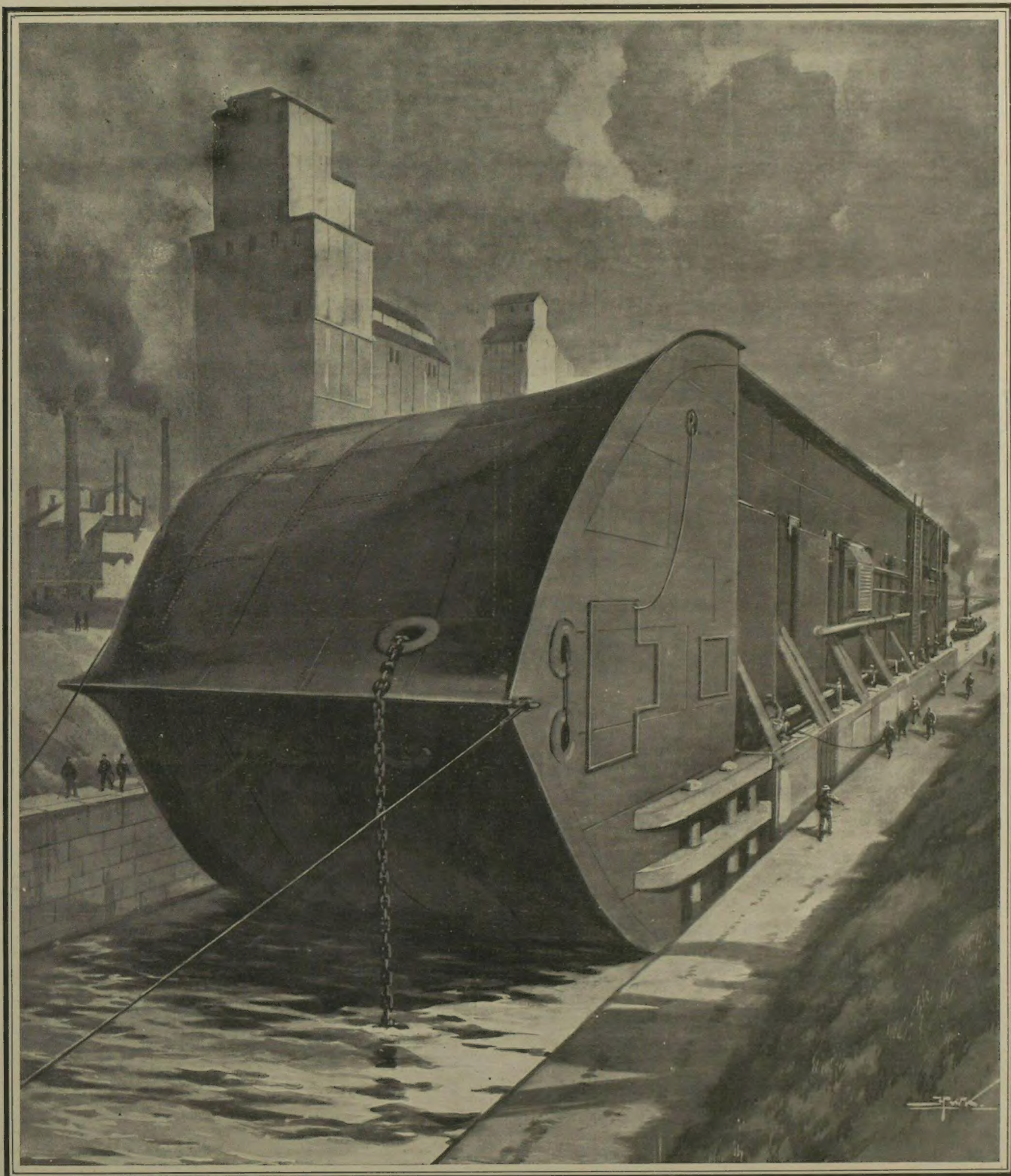
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ONE SHILLING.

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A 50-FOOT SHIP PASSING THROUGH A 44-FOOT CANAL! FLOATING A HALF-STEAMER ON HER SIDE.

Some while ago we illustrated the floating of lake steamers through the Welland Canal, in the United States, by cutting them in two, so that the locks would accommodate them, and then rejoining the halves for ocean use. "The latest ship to be floated through the Canal in halves," says the "Scientific American," "was not merely too long to be accommodated in the locks, but it was too wide to go through the Canal at all. . . .

The ship, a 10,000-ton freighter of 460-feet length and 50-feet beam, was bisected in the ordinary fashion; then each half was rolled over on its beam ends to be towed through the Canal, which has a width of 44 feet only. . . . A series of big tanks was secured to what was intended to become the under of each half of the ship, and these were pumped full of water . . . to capsize the sections."

DRAWN BY H. W. KOENIG, AFTER AN ILLUSTRATION IN THE "SCIENTIFIC AMERICAN." COPYRIGHTED IN THE UNITED STATES AND CANADA.



By G. K. CHESTERTON.

IT is the curse of our epoch that the educated are uneducated, especially in the study of history—which is only the study of humanity. Their ignorance is less logical than the ignorance of the Dark Ages, because those ages filled the place of history with legends, which at least professed to deal with the first things, while we only fill it with news, which can only deal with the latest. It would be indeed ludicrous if I were claiming any superiority of scholarship or detailed information here; but I am doing the very reverse. I only know the rudiments of history; and many people, perhaps most people, know more of the details than I do. It is the rudiments they do not know. It is exactly the alphabet, the elementary outline of the past, which could easily be taught to everybody, which in practice is taught to nobody. For instance, of hundreds who have heard of Hengist—or, worse still, of Hengst—how few realise that he raided a fully civilised Roman

I shall not be suspected of the small-headed snobbery of which he complains in another of his critics. Mr. Blatchford and I are both, I should imagine, merely random readers; but I suspect that his random reading is rather wider than mine. His view is not that of an uneducated man, but of most educated men; and that is just the trouble. Anyhow, the interesting point at issue is this. Mr. Blatchford asks, with the radiant innocence of the enlightened, at what time this pillage of the people can be said to have taken place. He then gravely asks whether his critic means that the Romans or Saxons took the land from the Ancient Britons, or that the Normans took it from the Saxons. His mind moves naturally and immediately in the ruts of all recent popular history and public education; and he takes it for granted that the Socialistic grumbler must be either a personal follower of Caractacus with a grudge against Caesar, or else an intimate friend of Gurth with a special

that it took, of course, was the confiscation of the last of the mediæval common lands, which were added to the great estates of the squires. It is true, of course, that this was but the ending of a process which began with the breaking up of guilds and convents in the sixteenth century; and it is also true that the change was defended on rationalistic and even humanitarian grounds, as being more efficient and economical. It was found possible to approve it then, and it would be possible to approve it now, though I most certainly do not do so. But to ignore it is much more unhistorical than to ignore the Norman Conquest; it is even more unpractical than to ignore the French Revolution. For, indeed it is to ignore the English Revolution, which took place at the same time as the French.

But if I plead here for a plainer telling of the plain tale of English history, I am thinking also of



THE COAL MINES COMMISSION: A GROUP AT THE HOUSE OF LORDS.

Seated (from left to right) are: Mr. Sydney Webb, Mr. R. W. Cooper, the Hon. Mr. Justice Sankey, Mr. R. Smillie, Mr. Frank Hodges, Sir Richard Redmayne, Sir Arthur Duckham. Standing (also left to right) are: Mr. Arnold D. McNair, Mr. Herbert Smith, Mr. Evan Williams, Mr. A. Balfour, Mr. J. T. Forgie, Mr. A. Lowes Dickinson, Sir Thos. Royden, Mr. R. H. Towney, Sir Leo Chiozza Money, Mr. Gilbert Stone, Mr. H. J. Wilson.—[Photograph by Vandyk.]

province, and that the whole foundation of our civilisation is as Roman as its framework of the Roman roads? All modern road-making, for instance, is on a Latin and not a Teutonic pattern. It is a popular proverb that all roads lead to Rome. It is a historic and literal fact that all roads come from Rome.

But it is a more recent and topical example of the lost elements of history which leads me to this protest or lament. I write it because I wish to answer a question on history asked by a man for whom I have a strong literary respect—a man who has the great gift of making sanity attractive by clarity, where a too common English error turns the healthy-minded into the muddle-headed. Mr. Robert Blatchford, writing on the coal crisis in the *Sunday Herald*, was trying to soften what he conceived to be the fanaticism of some Socialist, who had declared that "the land was stolen from the people." Mr. Blatchford is, or was, a Socialist himself; and he was not disputing, but rather affirming, that the people should now have more control over land and wealth. He was only questioning the utility of saying that the wealth had, in history, been stolen; and I find his remarks very curious and interesting. Here again I hope

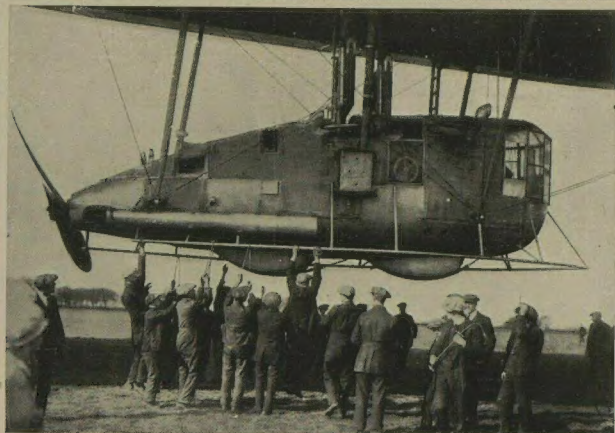
grievance against William of Falaise. He thinks that these were the two chief or only occasions on which the general public of this country could have been robbed. This is what I mean by the absence among us of the very alphabet of our own history.

For the thing Mr. Blatchford and his Socialist are looking for is recent and not remote. It is not something in the distance too small to be seen; but rather something in the foreground too large and familiar to be realised. For good or evil (and it can be represented as either), this historical fact is one of the first facts of our own lives; and we ought to learn it, not only from a human love of the past, but from a highly practical concern for the future. For good or evil, the English land *was* taken away in large quantities from the English people. It was not done in wild forays about a thousand years ago, but by Acts of Parliament which were being passed about a hundred years ago. It was not done by Saxon pirates or Norman robber Barons, but largely by lawyers, squires, and merchants of the enlightened eighteenth century. And it is not either a dim barbaric tradition or a modern ethnical theory; it is a fact, exactly like the abolition of turnpikes or the introduction of penny stamps. The latest form

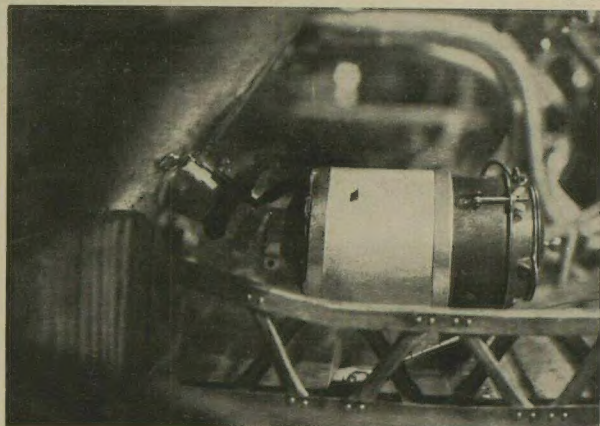
the practical needs of to-day, as Mr. Blatchford was in this particular article on the coal strike. One of the errors that exasperate the labour dispute to-day is the fashionable assumption that our particular phase of capitalism has always existed; whereas it is a transition stage which only recently began, and will probably soon be over. This error is expressed, as I have said, in the phrase "labour unrest," as if humanity had always reposed in this system. It is expressed in calling the ordinary workman's grumbling "Bolshevism," though many even of the poor realise that this is giving a new name to something quite old, and a foreign name to something quite English. It must be remembered that even the town labourer may be the son or grandson of an agricultural labourer; and many are alive whose grandfathers resisted the enclosures and fought over the rights of way, and heard, like a flying thunderstorm through the shires, the English eloquence of Cobbett. In many of these there is still the material for making a free peasantry, the loss of which was lamented in so late a "so great a masterpiece," "The Deserted Village." And if ever things grow again from this root, they will be the good and sane and stable things; not the destruction but the distribution of property, not an unbalanced lawlessness but an equal law.

ANOTHER GIANT AIRSHIP LAUNCHED: FEATURES OF "R 34."

PHOTOGRAPHS BY ILLUSTRATIONS BUREAU AND C.N.



SHOWING THE "BUMPING" BAGS ATTACHED UNDERNEATH:
ONE OF THE "R 34's" GONDOLAS.



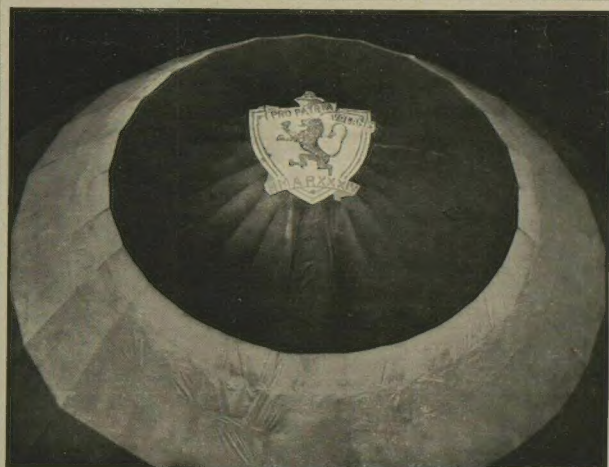
FOR HEATING THE CREW'S MEALS: A COOKER ON THE
EXHAUST-PIPE OF THE "R 34."



THE LAUNCH OF THE "R 34" AT INCHINNAN, ON THE CLYDE, ON MARCH 14: A GENERAL VIEW OF THE AIRSHIP
AND THE SPECTATORS.



THE TAIL OF THE "R 34": AN OBSERVER IN ONE OF THE
LOOK-OUT HOLES.



"PRO PATRIA VOLANS": THE CREST ON THE NOSE
OF "H.M.A. R XXXIV"

The Admiralty airship "R 34," built by Messrs. Beardmore at their works on the Clyde, went up on her maiden flight, from Inchinnan, on March 14. It took about 400 men and women to pull her out of her hangar. She was in the air for about 4½ hours, with a crew of 30 men on board. During the trip she flew over Glasgow, and large crowds

gathered in the city to watch her. On her return she made a safe landing, and the whole trial was a great success. The "R 34" is a few feet longer than her sister ship, the "R 33," which made her trial flight at Selby on March 6, from the aviation works of Messrs. Armstrong, Whitworth.

NEWS BY CAMERA AT HOME AND ABROAD:

PHOTOGRAPHS BY C.N., SPORT AND GENERAL.



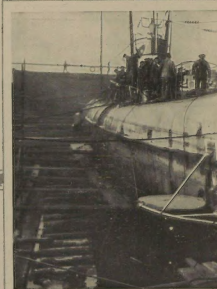
FORMERLY COMMANDING THE BRITISH TROOPS IN ITALY: THE EARL OF CAVAN
PRESENTING MEDALS TO IRISH GUARDS AT WARLEY BARRACKS, BRENTWOOD.



THE QUEEN OF ROUMANIA SHOPPING IN LONDON: HER MAJESTY WITH HER DAUGHTER,
PRINCESS MARIE, IN REGENT STREET.



A BRITISH RACE MEETING IN GERMANY,
THE RHINE: THE START



ALLOTTED TO THE JAPANESE NAVY
DOCK—SHOWING A TORPEDO.



WITH CATERPILLAR WHEELS LIKE A
MOUNTED ON A TRICOR

A MISCELLANY OF TOPICAL OCCASIONS.

TOPICAL AND BRASSER.



FOR THE ARMY OF OCCUPATION ON
FOR THE MARDEN CUP.



THE GERMAN SUBMARINE "U 46" IN DRY
DOCK WITH DUMMY HEAD.



TANK: AN AMERICAN 8-INCH GUN
A NEW ARTILLERY DEVICE.



THE ANNIVERSARY OF MR. JOHN REDMOND'S DEATH: THE START OF THE PROCESSION
BY THE REDMOND MEMORIAL AT WATERFORD.



SENTENCED TO DEATH: M. CLEMENCEAU'S ASSASSIN, EMILE GÖTIN (N.)
DURING HIS TRIAL BY COURT-MARTIAL.

The Earl of Cavan, who so ably commanded the British force on the Italian front during the war, recently presented medals for bravery to some of the Irish Guards at Warley Barracks, Brentwood. He also performed the annual ceremony of distributing shamrock among them.—At a recent British race meeting on the Rhine, the race for the Marden Cup was won by "Gloss" (Major P. J. C. Hosmer, M.C., R.A.F.).—The German submarine "U 46" and two others have been allotted to the Japanese Navy, and are to be taken to Japan by Japanese crews. The "U 46" is seen above in dry dock being overhauled before the voyage.—A new 8-inch tractor-mounted gun is the latest addition to the United States Artillery. It was recently

tested, with satisfactory results, at the Aberdeen Proving Grounds.—The anniversary of the death of Mr. John Redmond, the great Irish leader, was observed at Waterford on Sunday, March 18, by the Corporation of Waterford and Waterford and Nationalistic delegations. Mr. Durkin, M.P. addressed a gathering of many people at the cemetery, and said that, but for the war, Mr. Redmond would probably have been Prime Minister of a united and self-governing Ireland. He was convinced, he said, that Mr. Redmond's policy was the right one.—The trial of Emile Götin, the anarchist who shot and wounded M. Clemenceau on February 19, took place in Paris on March 19, before the Third Court-Martial. Götin was condemned to death.

Warfare under Arctic Conditions: Scenes with the British Force on the Archangel Front.

1. THE RED CROSS AMID THE ARCHANGEL SNOWS: AN AMBULANCE SLEIGH.

2. OUTSIDE THEIR BILLET IN ARCHANGEL: A GROUP OF BRITISH SOLDIERS.

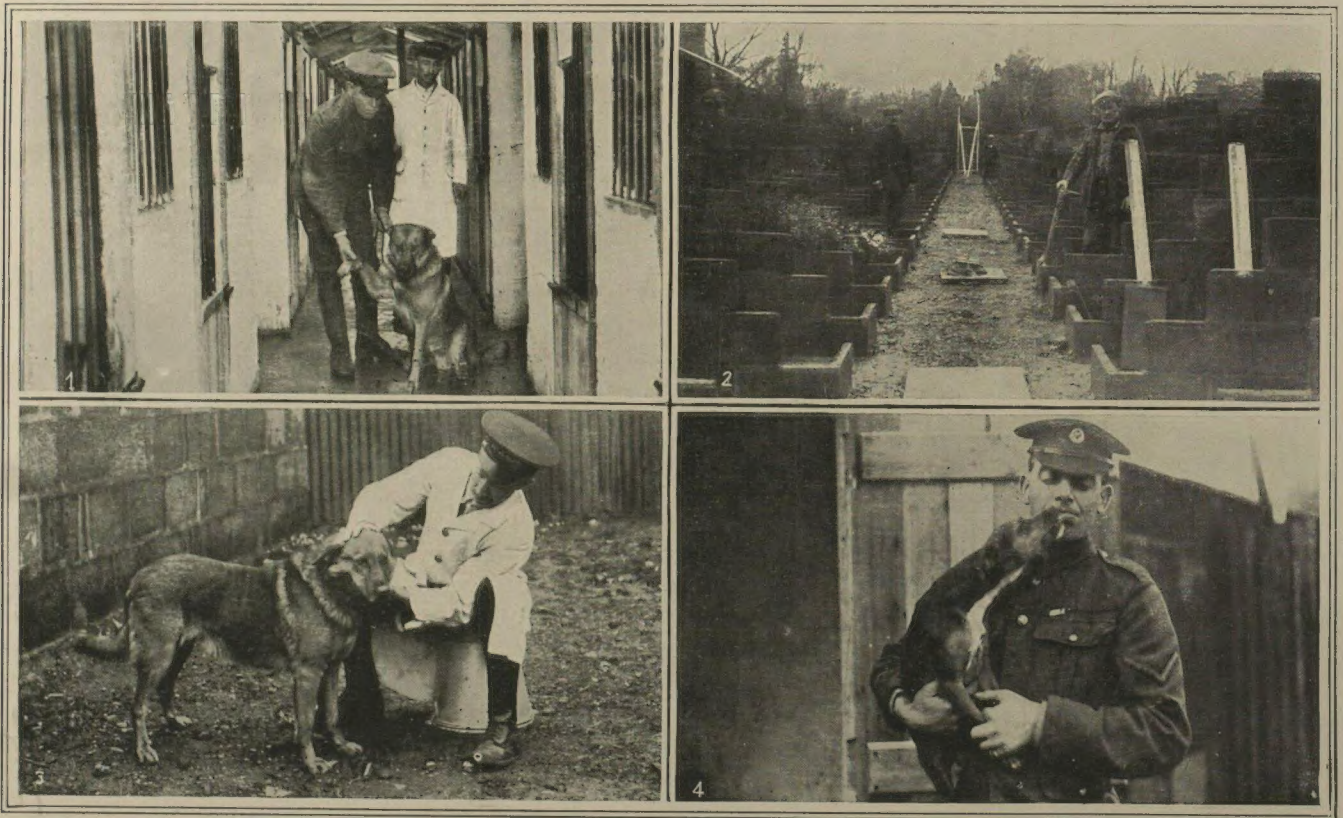
3. A BRITISH SOLDIER ON SKI.

4. WITH SOME RUSSIAN CRAFTSMEN EMPLOYED BY THEM: A BRITISH OFFICER AND HIS N.C.O.'S.

5. A BRITISH OFFICER ON SKI.

Our forces in Northern Russia are operating under Arctic conditions, and have been specially equipped for the purpose, as these photographs show. The ambulance sleigh shown in the first was designed by the British medical authorities. Local labour is largely utilised,

and the service is very popular among Russian civilians owing to the fact that it means their being well fed. The British officers and men have taken keenly to winter sports, when possible, and are often to be seen on ski.

A Quarantine Station for Dogs Brought Home by British Soldiers: The Kennels at Hackbridge.

1. WITH A SEPARATE COMPARTMENT FOR EACH DOG: INSIDE THE QUARANTINE KENNELS AT HACKBRIDGE.

2. TO ACCOMMODATE THE EVER-INCREASING NUMBERS OF DOGS: NEW KENNELS UNDER CONSTRUCTION.

3. UNDERGOING ITS DAILY EXAMINATION: A GERMAN DOG KNOWN AS A DEUTSCHER SCHÄFERHUND (SHEEP-DOG).

4. TYPICAL OF THE DOGS' AFFECTION FOR THEIR KEEPERS: A CANINE KISS AT THE HACKBRIDGE KENNELS.

Special kennels have been built at Hackbridge, in Surrey, as quarantine quarters for the numerous dogs brought back from the Front by soldiers. The dogs are isolated in separate compartments and never allowed to meet. Each dog has its own history

card, on which a daily record is kept. The number is increasing so much that ten new kennels are being built, and for this and other purposes a fund of £20,000 is being raised.—[PHOTOGRAPHS BY SPORT AND GENERAL.]

CHINA'S WAR ON OPIUM: BURNING \$12,000,000 WORTH AT SHANGHAI.



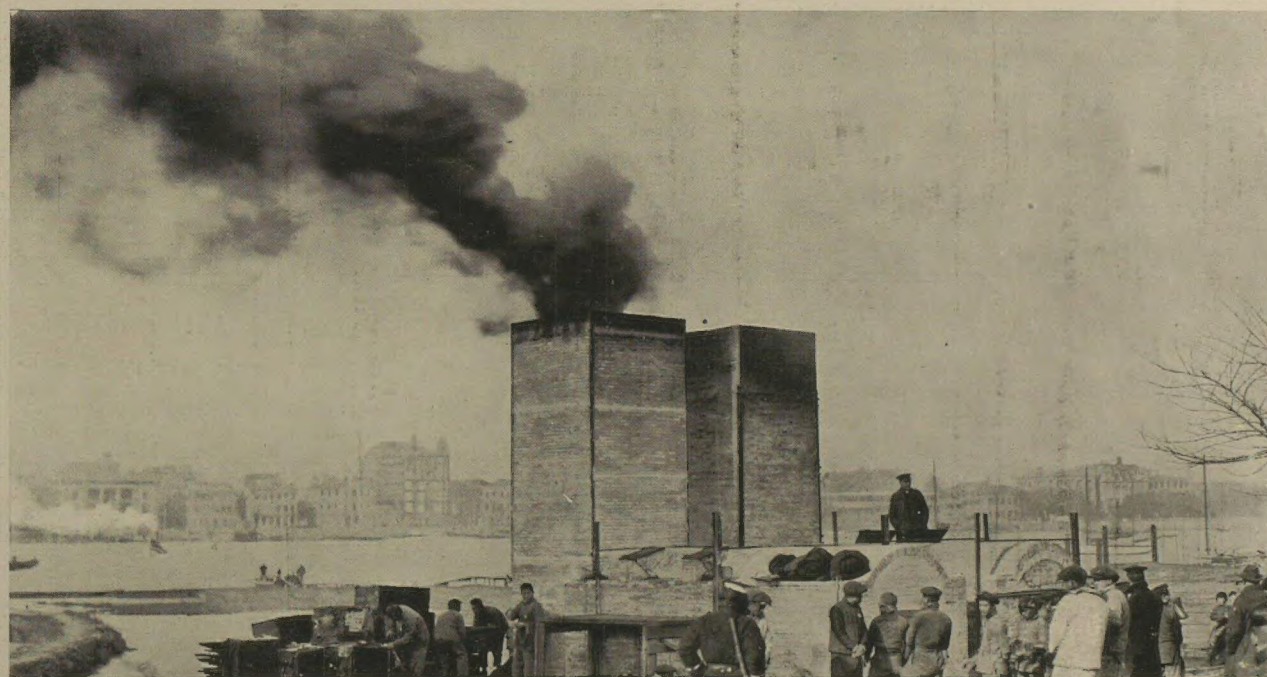
SPECIALLY BUILT FOR BURNING OPIUM: FURNACES AT POOTUNG, OPPOSITE SHANGHAI.



THE BURNING OF OPIUM AT POOTUNG: STOKING THE FURNACES.



FEEDING THE FURNACES WITH OPIUM BALLS: A SCENE AT POOTUNG LAST JANUARY.



THE BURNING OF 1293 CHESTS OF OPIUM AT THE POOTUNG FURNACES—SHOWING THE SHANGHAI BUND ACROSS THE RIVER.

The Chinese Government has been making determined efforts to stamp out the opium traffic by buying up opium in large quantities and burning it. Our photographs show the work of burning in progress at Pootung, on the south bank of the river Whangpoo, opposite Shanghai. As many as 1293 chests of opium were bought by the Chinese

Government from opium-merchants at a cost of over 12,000,000 dollars (about £2,400,000). Special furnaces were built at Pootung, and the work of burning the opium balls took place from January 20 to 30 last. The chests were first examined by experts to detect any counterfeit balls they might contain; but comparatively few were found.

THE RETURN OF WILLOW-PLANTING.

By S. L. BENSUSAN.

PERHAPS it is because we are admittedly in need of every kind of wood that the willows have followed one another into the sunshine of popularity. The tree willow has been grown of late years in river valleys in order that it may yield material for cricket-bats; but, unfortunately, few planters took the trouble to find that they were growing the right kind. A dealer said to a neighbour of mine a few years ago, pointing to quite a small plantation, "I'd have been glad to give you fifteen hundred pounds for those trees as they stand had they been the right sort." The annoying part is that the correct species (*Salix carulea*, an intermediate variety between the white and the red) could have been planted just as easily as that which chanced to be selected. Since the war willow-wood has been in request for artificial limbs.

Quite apart from the willows we have the osiers, in which there is still a big trade for basket-making. In the year of the war Germany, Holland, and Belgium sent nearly £60,000 worth of osiers to England; and the tropical countries supplied about as much material for the trade. More than an equal value of baskets and basket-ware was

sent over manufactured. There was, in all, a quarter of a million pounds' worth of all that pertains to the business, coming to England free of duty.

Along river valleys, or on land that can be irrigated in dry weather, on a top soil of loam with a subsoil of clay, the osier will flourish. Some growers have broken old water-meadows very successfully; and when the osiers, having served their time, are grubbed up and the land is ploughed, heavy crops have been taken, because the willows create a very rich soil with their annual leaf-fall. It is a growing custom to have one, or even two, white-straw crops from willow ground in the interval between the break-up and the replant. Now that labour is returning to the land, we may look for an extension of the plantations. The willows need little more than occasional trimming and the rubbing off of young green shoots; but osiers for basket-making demand constant attention. Cleaning, manuring, cutting, carting, and tying into "bolts" that vary in girth according to the district, these are the growers' tasks; they are not light. Thereafter come many varied labours—peeling, couching, pitting, drying, grading. It is interesting to find how, in Essex and East Anglia, old men

who have been brought up in the knowledge of the business will rent a few poles of osier ground and carry out in their spare time all the various labours, with the assistance of their wives and children. There are many instruments employed, simple and rough affairs of the kind that the village blacksmith can produce—special cutting-hooks, planters, peelers, and grubbers.

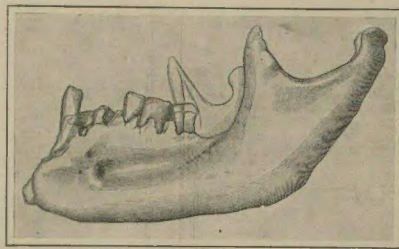
Worked in a casual and haphazard fashion, and in the face of an unrestricted foreign competition, it paid many a countryman to cultivate his osier-patch before the war. With better methods and increased prices, imported supplies should become superfluous. Another point is that much land admirably suited to willow-planting is not good for ordinary agricultural work because it is too low-lying or too wet in the summer. Even brackish water does not injure certain kinds of willow: they can be planted where other trees would die. It is unfortunate that some insects attack the trees and osiers very readily; the willow-beetle, willow-weevil, willow-moth, and willow sawfly are a few that have borrowed their name from the plant they persecute. Yet, in spite of drawbacks, willow-growing is on the up-grade.

THE MISSING FOXHALL HUMAN JAW-BONE.

By J. REID MOIR.

FOR some years past the scientific world has become acquainted with the discoveries of flint implements which have been made beneath the Suffolk Crag. The Red Crag is of Pliocene age, and these discoveries have demonstrated that man was present on this planet at an earlier period than that of the Pleistocene—for many years regarded as the earliest human epoch. But, so far, no actual skeletal remains of the pre-Crag people have come to light. Such relics would naturally be very rare, and, unfortunately, in the days when large excavations for coprolite were in progress little thought was given to the possibility of finding remains of man in the sub-Crag detritus bed. But in 1855 a Mr. Taylor, residing in Ipswich, had brought to him a human lower jaw. This bone, according to the workman's testimony, had been shot out of a cart containing coprolite at the works of Messrs. Packard and Co., manufacturers of artificial manure, at Bramford. It appears that Taylor gave the jaw-bone to a Sir Thomas Beaver, who in his turn presented it to Mr. R. H. Collyer, M.D. Collyer decided to give an account of the jaw to the scientific world, and the *Anthropological Review* for 1867 contains a description of the find, together with a drawing of the jaw-bone itself. The specimen was examined by various palæontologists, and regarded with a certain dubiety owing to its lack of primitive characteristics, and the fact that

the bone contained eight per cent. of organic matter, thus not exhibiting the degree of "mineralisation" expected in bones from a stratum as ancient as the sub-Crag detritus-bed. But the "modern" conformation of any human bone does not necessarily indicate that the specimen is of little antiquity, and an analysis carried out by



THE MISSING FOXHALL HUMAN JAW-BONE.

Reproduced from "The Anthropological Review; Vol. V." (published by Trübner and Co., Paternoster Row, 1867), by courtesy of the Royal Anthropological Institute, 50, Great Russell Street, W.C.

Herepath of some sub-Crag bones (Memoirs of Geological Survey: "The Geology of the Country around Ipswich, Hadleigh, and Felixstow," p. 102) showed the presence of seven to nine per cent. of "water and organic matters."

Moreover, Collyer states that the jaw-bone was "infiltrated throughout its entirety with oxide of iron," and its surface presented "a peculiar metallic lustre." And this may be regarded as an approximately accurate description of the normal sub-Crag bones. But in 1867 even the Pleistocene age of man was by no means universally accepted, and Collyer's suggestion that the human race dated back to the preceding Pliocene epoch was no doubt received with incredulity. Collyer visited Foxhall, and found that the discovery was made at "Mr. Law's farm," in a coprolite bed sixteen feet from the surface. This farm is now known as Foxhall Hall, and in the Survey Memoir quoted above (p. 62) it is stated that in 1875 a pit was open south of the Hall, showing a nodule bed at the depth mentioned by Collyer. The pit still exists, and it is hoped that further excavations may in the near future be carried out. But it would greatly advance our knowledge if the Foxhall jaw could be found, as an examination would probably settle the question of its authenticity. If it could be proved to be of Pliocene age, it would be the most important relic of ancient humanity in existence. So far as is known, Collyer left this country for America about the year 1876, taking the jaw-bone with him; but it is hoped that the publicity given to this matter may result in once more bringing it to light.

BIG-GAME HUNTING IN EAST AFRICA.

By F. A. M. WEBSTER.

MANY men who have returned from the more distant Fronts, and far-off lands where freedom is, are beginning to hear once more the insistent Call of the Wild, I fancy, and to feel the "Go Fever" dancing already in their blood. They are asking themselves, "Were we wise to return?" Many are seeking employment overseas; and the old big-game hunters are buying new rifles and looking over old weather-stained, sun-bleached drill clothing.

For, once you have known the far-horizoned plains where a thousand head of mixed game are grazing peacefully, and where Kilimanjaro is a purple mystery on the one hand and Mount Kenia stands up a snow-clad, sun-kissed glory upon the other; once you have tracked and hunted big game into the almost impenetrable fastness of the African Bush, where the silence is so intense that it can be felt—the little things of life and civilisation are not strong enough to hold you here for any length of time.

To the man of means the whole wide world is open: he may pitch his tent in the Rockies and hunt bear, he may luxuriate in India and shoot tiger, or he may find musk-ox and caribou in

Canada; but to the man whose means are not so great, or who wants his hunting varied and plentiful, I would say "Go to East Africa." There he will find every variety of buck, from the dainty Thompson's gazelle to the lordly eland and sable. Buck of all kinds abound in our own Protectorate, and I have shot impala, Grant's gazelle, wildebeeste, and wild pig within three miles of the capital, Nairobi, in which district I have also seen lion, leopard, rhinoceros, and eland. In the neighbourhood of the Athi River which crosses the plains close to Nairobi, and particularly at a place called Athi Stores, one is usually pretty sure to find lions.

The farther north one treks the more plentiful the game becomes, and one finds eland by the half-dozen and impala in whole herds. Bush-buck and reed-buck are very plentiful around Kilimanjaro, upon the border of the conquered territory; and in that locality, too, I have seen some very fine giraffe and a good many "rhinos." On the higher slopes of the mountain itself the natives told me one might find an occasional snow-leopard. In Uganda game abounds, including rare species of buck; and the hunter may go a long way towards paying the expenses of his "Safari" by

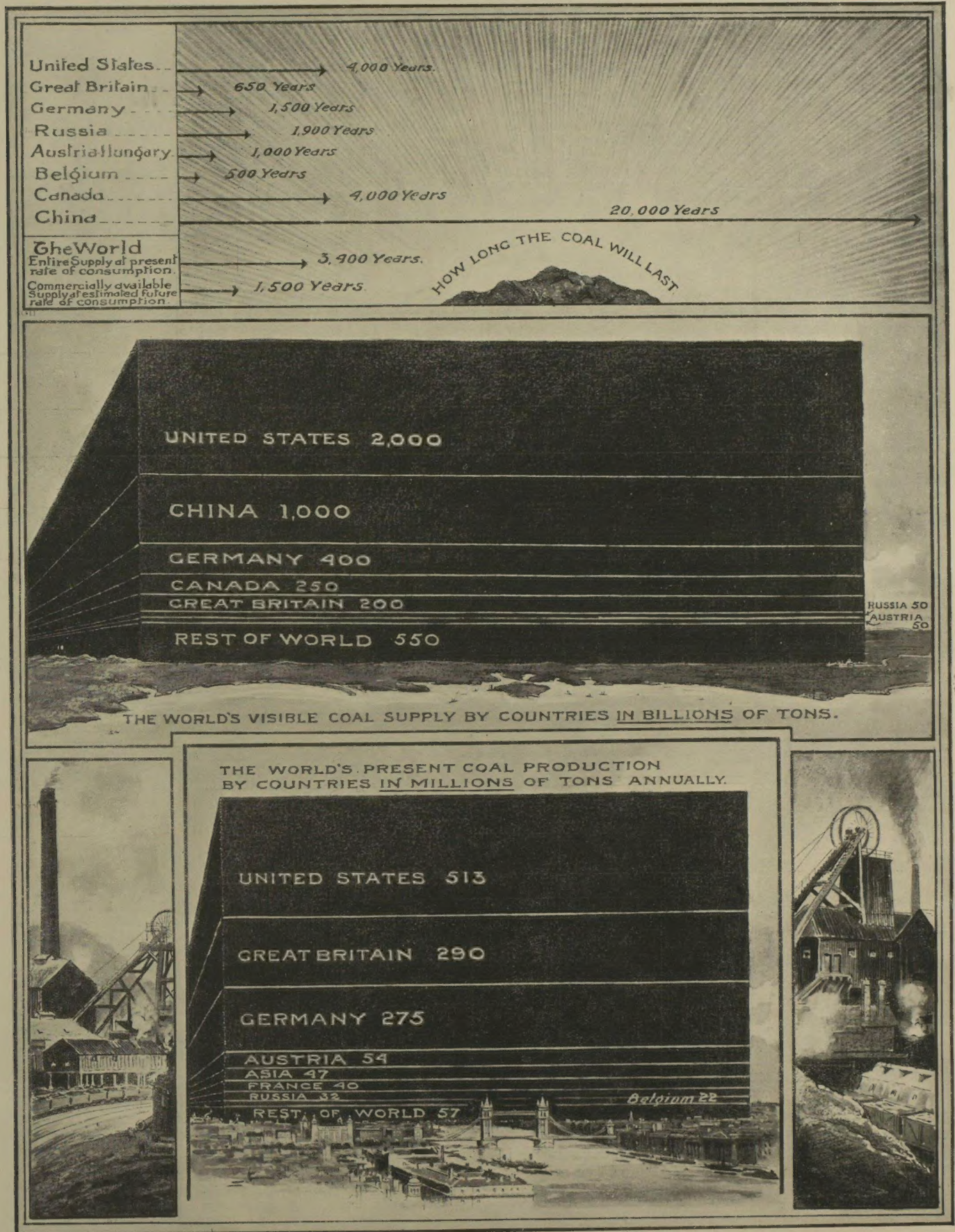
the sale of ivory, for elephants are still plentiful in Uganda; and for the man who likes a bit of shooting when the risk is fully pronounced, there are buffalo.

In pre-war days hunting parties from England usually landed at Mombasa, and proceeded twenty-four hours up country by the Uganda Railway to Nairobi, where the "Safari" was fitted out and from whence it started. Mr. Dawson, a well-known East African hunter who has his headquarters in Nairobi, tells me that in future he proposes that his parties should land at Tanga and go up by rail to Moshi, in the conquered territory, and hunt from there. It is certainly a very fine country, with a more or less reasonable climate, and plenty of game, especially lion.

As to the cost of a big-game hunting "Safari" in East Africa, I think it may be reckoned that if, say, half-a-dozen sportsmen decide to join forces, £100 a head per month (exclusive of cost of passage out from England, and purchase of rifles, guns, and ammunition) should just about cover the trip; but my advice would be to get into touch with a firm or a hunter of repute out there, and to get an estimate for the expedition before leaving England.

THE WORLD'S COAL SUPPLY: ITS RESOURCES AND RATE OF CONSUMPTION.

DRAWN BY W. B. ROBINSON, AFTER DIAGRAMS IN THE "SCIENTIFIC AMERICAN."



THE WORLD'S COAL: HOW LONG IT MAY LAST; RESOURCES OF VARIOUS COUNTRIES; PRESENT ANNUAL CONSUMPTION.

The "Scientific American" recently published some very interesting statistics regarding the world's supply of coal, illustrated by diagrams, here given in an adapted form. Discussing the present annual production of coal, our contemporary says: "It is a reckless assumption that production in this ratio will continue indefinitely. . . . Still, the most illuminating way of showing up the relative rates at which the various countries are contributing to the fuel needs of the world, to-day, consists in showing how long their several deposits would last, at the current rate of depletion. . . . For the world as a

unit the figure is 3400 years, but this, of course, would be greatly reduced if the imperfectly explored Chinese fields should turn out to be a disappointment. . . . We may reasonably look forward to a fairly constant increase in population, with consequent increase in consumption. In the second place, it seems certain that, as the Chinese fields are opened, the demands of China, now almost negligible, will be greatly expanded. . . . One authority has suggested that the world's coal may reasonably be expected to hold out for about 1500 years."—[Drawing Copyrighted in the United States and Canada.]

THE WORLD OF FLIGHT

THE BEGINNINGS OF CIVIL AERIAL TRANSPORT.

By C. G. GREY,
Editor of "The Aeroplane."

DESPITE all the attempts which have been made of late to hustle the Air Ministry into issuing prematurely an immature set of regulations to govern civilian flying, one cannot help thinking that, after all, it is a very good thing that civilian flying has been restricted for so long. If it had been permitted yesterday, or if it had been permitted a couple of months ago, the Great British Public would have expected commercial aviation to have burst forth in full bloom on the very day that the official embargo on private flying was removed. The trouble is that the Great British Public can grasp a general idea readily enough, but will seldom trouble to grasp details. Consequently, although a certain liveliness in civilian flying would have broken out as soon as the regulations came into force, the public would have been grievously disappointed at the small amount of that liveliness, for the said public would have no idea of the vast amount of detail work to be done before commercial aeronautics can get fully into its stride.

Great air lines, with their vast organisation of landing-grounds, harbours, signal systems, wireless stations, and their equipment of specially designed aeroplanes, and their crews of mechanics, cannot spring into existence parthenogenetically, as Minerva sprang fully armed from the brain of Jove. And it takes time even to alter existing war aeroplanes into a form suitable for mail-carrying or for the humble "joy-ride." Swords are not beaten into ploughshares in five minutes—especially when there is a coal-strike in the offing and it is necessary to economise fuel. Therefore, it is just as well that the Government has not been in too great a hurry to make flying free for all; for, thanks to the delay, the aircraft industry has been saved from the jeers of a disappointed public. To tell the truth, hardly anybody is anything like ready to start civil aerial transport on a big scale even to-day.

As things have turned out, however, the aircraft industry is getting a chance of preparing for the transport of passengers; and, moreover, there is a reasonable chance that when flying is made free to civilians not only will the new regulations have been beaten into a sensible shape, but that the weather will have improved sufficiently to give aeroplanes a fair sporting opportunity of proving their worth as vehicles for regular traffic. It is true that when there is urgent need, as during a big battle, an aeroplane can fly in any weather—black darkness, pouring rain, a dense fog, or a howling gale—but pilots are not going to risk their lives, nor are firms going to risk their machines, for the sake of merely advertising flying.

Most people who read the papers have seen pictures of the "Pullman" Handley-Page biplane,

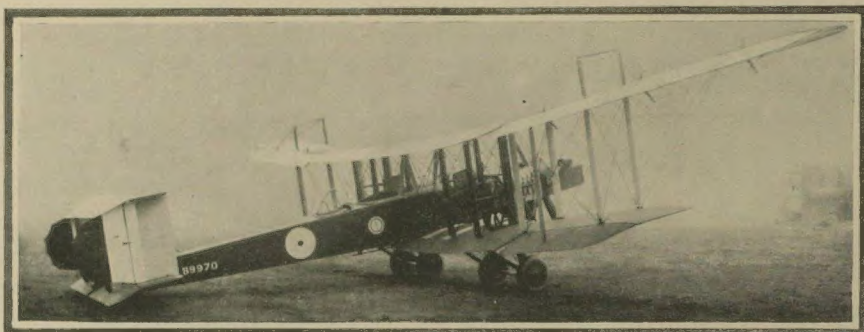
with its central corridor saloon, and its arm-chairs, and its electric lights, and its Triplex glass windows, and one can scarcely doubt that there are some thousands of people anxiously waiting for the chance of a ride in it. Also, the same newspaper readers are equally familiar with the De Havilland IV. (Airco) biplanes, which have been converted into nice cosy little saloon carriages for two, and are being used to convey officials from London to the Peace Conference in Paris. Quite as familiar are the less elaborately converted De Havilland IX's and IXA's, which are being used for postal work between Folkestone and Cologne, and were going

Among the most promising of the machines which have already been tried as war machines, and are suitable with very small alterations for civilian use, are the Bristol "Braemar" triplane and the Vickers "Vimy" biplane. The former, which one had the pleasure of inspecting recently, is a four-engined machine designed and built by the British and Colonial Aeroplane Company, Ltd., of Bristol. It has a matter of 1600-h.p., and a speed of something like 120 miles an hour. The machine measures 89 feet from wing-tip to wing-tip; but the R.A.F. officer who has put it through its tests says that, despite its size, it handles as easily as any machine of ordinary size. As is usual with all the Bristol Company's products, the workmanship is of the very finest, and the machine gives one complete confidence in the reliability of its structure. The "Vimy" is the work of Vickers, Ltd., the famous armament firm, and is considerably smaller than the "Braemar," having a wing-span of 67 feet, but with only two planes instead of three and two engines instead of four. Several of the type have been tried—with Rolls-Royce engines giving 700-h.p., with Hispano-Suiza engines giving 400-h.p., and with Fiat engines giving 600-h.p.—and it has performed excellently with all of them. The late Captain Gordon Bell, who tested the first of the type last summer, said that it was child's play to fly it.

Another twin-engined biplane which has been giving very good results is the Blackburn "Kangaroo," built by the Blackburn Aeroplane and Motor Company, Ltd., of Leeds, one of the oldest aircraft concerns in the world, for Mr. Robert Blackburn began his experiments in 1908. This machine somewhat resembles the smaller Handley-Page in general lay-out and size, but has a wing-span of 75 feet instead of the 90 feet of the Handley-Page. Although a land-going machine, it was used considerably for coast-patrol work out at sea during the last few months of the war, and acquitted itself thoroughly well. With purely minor alterations, it is immediately adaptable for passenger traffic, and a good deal should be seen and heard of it ere long.

There are many other British aeroplanes, especially flying-boats of large size, either actually

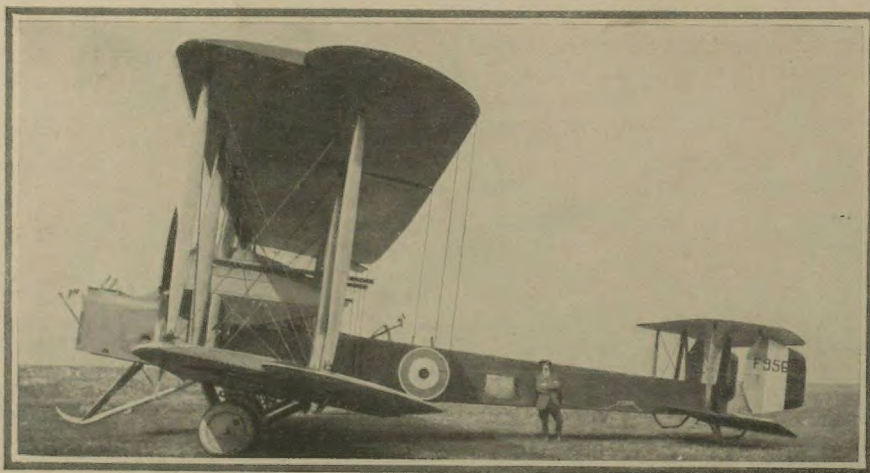
in use to-day or almost ready for their experimental flights, which are eminently suitable for passenger work, and one hopes to illustrate and to describe them briefly in these pages. British workmanship in all industries has long been recognised as the finest in the world, and in no branch of engineering is finer work done than in the aircraft industry. It is one's duty, and a pleasing duty, to impress on the world at large that not only are British aircraft fully up to our historic standard of workmanship, but that our aircraft designs are far ahead of those of any other country.



A TWIN-ENGINE BIPLANE EASILY ADAPTABLE TO PASSENGER TRAFFIC: A BLACKBURN "KANGAROO."

to be used to export woollen goods and food to Belgium. So far, these are about the only British aeroplanes for civil aerial transport which have been made familiar to the public at large, though there have been various pictures published of French and German and even American "peace-planes."

There are, however, many other very promising aeroplanes of widely differing types which are either actually flying to-day or are about to fly in a very short time. Incidentally, it is well to note here that no Government regulation has in any



ONE OF THE MOST PROMISING AEROPLANES FOR CIVILIAN USE: A VICKERS "VIMY" BOMBER, WITH ROLLS-ROYCE ENGINES.

way hindered the flying of experimental civilian aeroplanes since the outbreak of the Armistice. Practically everybody who is capable of designing and building an aeroplane, and some who are not, have been engaged on such work during the war, and so already had the necessary permits to design and (or) build. And all who have built experimental machines have already had permits to fly them for experimental purposes. So the aircraft industry has had no quarrel with the Air Ministry on any of those scores, and has merely grumbled mildly because it has not been quite sure what restrictions were going to be put on flying in the future.

A TUG'S LAND VOYAGE: 42 TONS CARRIED 300 MILES BY ROAD.



THE START: PLACING THE TUG ON A SPECIALLY CONSTRUCTED CAR AT LE PELLERIN, NEAR NANTES.



READY TO TAKE THE ROAD: THE TUG ON ITS CAR ABOUT TO BEGIN ITS 300-MILE JOURNEY OVERLAND.



A WONDERFUL FEAT OF MOTOR TRANSPORT: THE TUG ON ITS CAR (WEIGHING, IN ALL, 42 TONS) DRAWN BY TWO POWERFUL TRACTORS ON THE ROAD TO ROUEN.



A HALT ON THE ROAD: THE USE OF PORTABLE CRANES FOR RELIEF DURING THE JOURNEY.



LAUNCHING THE TUG ON THE SEINE AFTER ITS ARRIVAL AT ROUEN: THE CRAFT SUSPENDED IN MID-AIR FROM A CRANE.

Our photographs illustrate a remarkable feat of road transport recently performed in France, demonstrating not only the adaptation of heavy war tractors and lorries to civilian uses, but also the possibility of conveying loads of 40 tons and more by motor overland. The tug shown was built at Nantes and was carried 300 miles by road to Rouen, to be used there for harbour work. It measured 60 ft. long and 13 ft. 4 in. wide, and the total weight of boat and car was no less than 42 tons, an unprecedented weight for civil road

transport. It was drawn by two "Latil" motor-tractors, of the type used to haul the heaviest French guns in the war. A third tractor was held in reserve, but only used up steep gradients. The route had been carefully surveyed beforehand, to test the capacity of roads and bridges, and deviations were necessary. As a rule, steel bridges were not thought safe. The Loire was crossed at Saumur over a stone bridge built two centuries ago. On reaching Rouen the tug was safely lowered by cranes into the Seine in 25 minutes.

TO BE MODIFIED ON THE RECEIPT OF GUARANTEES FROM GERMANY: THE ALLIES' NAVAL BLOCKADE IN OPERATION.

DRAWN BY LIEUT.

CECIL KING, R.N.V.R.



ENFORCING THE NAVAL BLOCKADE IN THE BALTIC: A GERMAN STEAMER (LABELLED "WAFFENSTILLSTAND") STOPPED FOR INSPECTION BY A BRITISH SQUADRON OFF LIBAU.

It was stated on March 17 that the agreements reached in the recent discussions of the economic situation, in connection with the Armistice, would mean a partial lifting of the trade blockade of Germany, and the release of a large amount of tonnage. Our drawing illustrates an example of the method by which the blockade has been enforced since the Armistice. A German steamer, sailing by permission of the Allies, and bearing on her sides the necessary recognition marks, is seen after being stopped and surrounded by a British

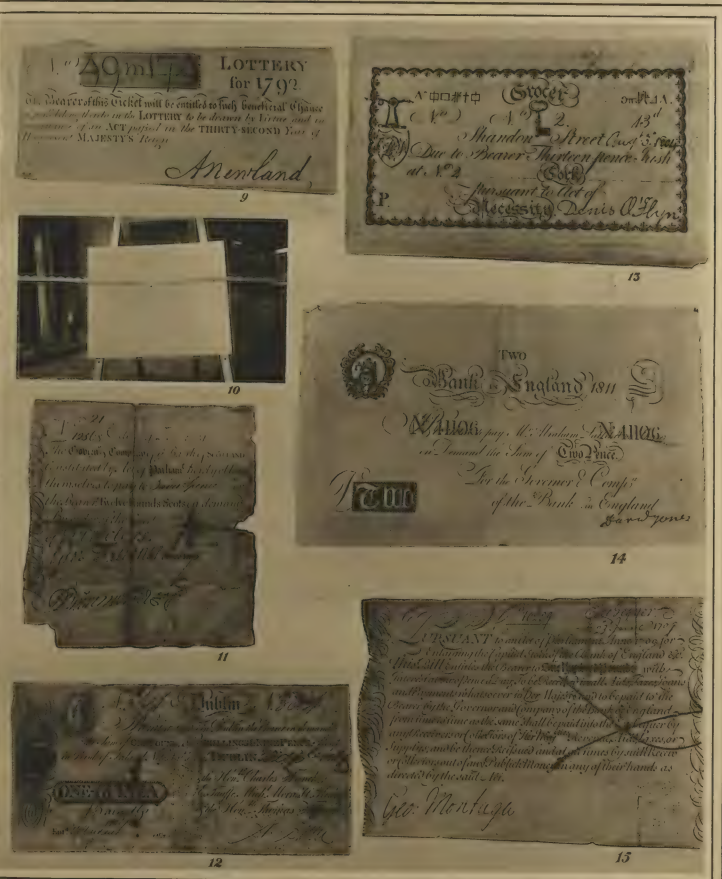
squadron to verify her *bona fides*. It may be noted that the Red Flag is not much in evidence in German ports of the Eastern Baltic. German ships still fly the national flags and ensigns, as in use before the war, and those sailing by permission of the Allies carry, in addition, a signal flag similar to the mercantile "Z." The word "Waffenstillstand," painted on the ship's side, is the German for "Armistice."—[Drawing Copyrighted in the United States and Canada.]

THE ROMANCE OF FINANCE: INTERESTING RELICS

AT THE INSTITUTE OF BANKERS' MUSEUM.



1. GERMAN PAPER MONEY ISSUED TO ALLIED PRISONERS: A LANDCASSELLA CAMP REMIT.
 2. AS USED BY BRITISH SOLDIERS IN GERMAN PRISON CAMPS: PAPER MONEY FROM LANDCASSELLA.
 3. "A PAYMENT A DAY INTEREST": AN EXCHIEQUER BILL (JANUARY 16, 1607), MENTIONING "SUPPLIES FOR YE WAR"—A PRECURSOR OF THE "WAR SAVING CERTIFICATE".
 4. A GREAT NOVELIST'S BANK ACCOUNT: A CHEQUE SIGNED BY CHARLES DICKENS ON FEBRUARY 4, 1846.
 5. ISSUED SHORTLY BEFORE THE AMERICAN DECLARATION OF INDEPENDENCE (ON JULY 4, 1776): A COLONY OF NEW JERSEY BILLING BILL, DATED MARCH 25, 1776.
 6. TWO YEARS AFTER THE AMERICAN DECLARATION OF INDEPENDENCE: A SOUTH CAROLINA BILL, DATED APRIL 30, 1778.
 7. A RELIC OF THE SIEGE OF MAFKINGO: A SHILLING VOUCHER ISSUED BY COL. BARRETT-FOWELL IN JANUARY 1905.
 8. ISSUED BY THE DEPARTMENT OF MARKETING DURING THE RUSSIAN WAR: A TWO-SHILLING NOTE DATED FEBRUARY 1905.
- The museum of the Institute of Bankers has recently received many additions, connected with the war, to its remarkably interesting collection of relics. We illustrate here examples of both old and new exhibits. Regarding Nos. 5 and 6, it will be recalled that the American Declaration of Independence was made on July 4, 1776. The Bill for One Shilling (dated March 25, 1776) shows in photograph No. 5, contains the words: "Enacted by a Law of the Colony of New Jersey passed in the fourteenth year of the Reign of His Majesty King George the Third"—and bears the Royal Arms in the corner. The two Mafeking vouchers are inscribed: "This voucher is good for the sum of —, and will be exchanged for coin at the Marketing Branch of the



9. WHEN ENGLAND HAD STATE LOTTERIES: A LOTTERY TICKET FOR 1792 ISSUED "IN PURSUANCE OF AN ACT PASSED IN THE REIGN OF GEORGE III."
10. AN EXCHIEQUER ANNUITY TICKET, WITH NOTICES REPRESENTING THE SUM RECEIVED. IT WAS PAID IN TWO, AND ONE HALF KEPT BY THE ANNUITANT.
11. WHEN 40 SHILLINGS WAS EQUIVALENT TO 41 ENGLISH: A BANK NOTE DATED "EDINBURGH 4 FEBRUARY 1726."
12. WHEN AN ENGLISH GUINEA WAS WORTH 61 S. 6 D. IN IRELAND: A BANK NOTE DATED "DUBLIN, APRIL 25, 1814," BEARING BOTH VALUES.
13. WHEN SMALL CHANGE WAS SCARCE: "PURSUANT TO AN ACT OF NECESSITY": A GROCER'S VOUCHER FOR 11s. ISSUED DURING THE NAPOLEONIC WAR.
14. A "FIRST" NOTE: TO FORCE A BANK OF ENGLAND NOTE WAS DEATH TO AVOID THIS PENALTY, "FIRST" WAS ADDED IN SMALL LETTERS, AND THE AMOUNT WAS ENGRAVED AS "TWO PENCE."
15. BEARING "INTEREST AT TWO PENCE A DAY": ANOTHER EXCHIEQUER BILL DATED JUNE 23, 1705.


Standard Bank on the resumption of Civil Law." On the State Lottery Ticket (Photograph No. 9), we read: "The Bearer of this Ticket will be entitled to such beneficial chance as shall belong therein to the Lottery to be drawn by virtue and in pursuance of an Act passed in the thirty-second year of his present Majesty's reign." This was George III. The old Houses of Parliament were burnt down owing to a fire caused by destroying a stack of old relics. The largest bank note for two pence (Photograph No. 14) was intended for passing off as a guinea or for two pounds. It bears the name "Pact Bank in England," with the word "Pact" in very small type, almost invisible. It is signed "David Jones." Can that be anything to do with "Jerry Jones's Locker?"

BANKING RELICS: THE OLDEST CHEQUE AND AN EARLY BANK NOTE.

BY COURTESY OF THE INSTITUTE OF BANKERS.

Mr Thomas Ffowles
 I desire you to pay unto Mr Samuel Howard or order
 upon some receipt the sum of nine pounds five
 shillings and six pence and place it to my account of
 14th Aug^r 1675.
 9:15 = 6^{rs}.
 J^s Servant
 Edmond Warcup
 For Mr Thomas Ffowles Gouldsmith
 at his shop between ye two
 Temple gates.

1


 N^o 3
 BANK
 2 March 1797.
 I promise to pay to Mr A Newland or bearer on
 Demand the sum of **One Pound**
 London the 2^d day of March 1797
 For the Gov^t and Com^{rs} of the
BANK of ENGLAND.
 J^s One
 J^s Prigent

2

1. SAID TO BE THE EARLIEST CHEQUE: A MANUSCRIPT ONE OF AUGUST 14, 1675, DRAWN BY EDMOND WARCUPP ON "MR. THOMAS FFWOWLES, GOULDSMITH, AT HIS SHOP BETWEEN YE TWO TEMPLE GATES."

The cheque reproduced in the upper photograph is believed to be the earliest one extant, and bears date August 14, 1675. It is written by hand, and is drawn by Edmond Warcup on "Mr. Thomas fowles, Gouldsmith, at his shop between ye two Temple gates"; that is, in Fleet Street. The lower photograph shows one of the very earliest notes issued

2. ONE OF THE EARLIEST £1 BANK OF ENGLAND NOTES EVER ISSUED: NUMBER 3 IN THE FIRST SERIES, FOR "ONE," DATED MARCH 2, 1797, PAYABLE "TO MR. A NEWLAND OR BEARER."

by the Bank of England: the third one in the first series, bearing date March 2, 1797. The amount, it will be noticed, is printed in words. The Institute of Bankers possesses at present no permanent museum, but some of its more interesting treasures may be placed on view at its rooms in Clement's Lane.

BY TRADITION, THE WORK OF QUEEN MARY AND HER MARIES.



A LOAN TO THE ROYAL SCOTTISH MUSEUM.

THERE has recently been lent by the Earl of Morton to the Royal Scottish Museum in Edinburgh a singularly beautiful example of the class of needlework known as *petit point*, executed in this country in the sixteenth century. This consists of a panel some 7 ft. square, made up of three strips and two odd insertions in the top and bottom strips, surrounded by a floral border. As the original purpose of such strips was, probably, mural decoration around a low-roofed room, their present arrangement bespeaks a date after their use in such a fashion had ceased. Though now they show no evidence of continuity, it is likely that they formed part of the illustration of some well-known Romance of Renaissance times. Each strip shows a throng of lords and ladies gay, richly attired, and moving about in a park or garden (a *pleasance* they would have called it), where roses clamber over trellis and arbour, flowers of varied hue spring from the turf; while a strange diversity of bird and beast, parrots and monkeys, peacocks and hounds, find space to show themselves about the feet of the human crowd. Two incidents portrayed should help to the identification of the story. In the central strip is seated a gallant, his right leg bared to the ankle, where the stocking is seen rolled down, and about to have his right foot amputated by a coarse-looking individual who wields a butcher's saw. A queen-like

personage seated on a throne looks on with angry mien. In the lowest strip one of the party, a man, lies dead with an arrow in his head, while the assassin, bow in hand, and clad in classic costume, is making his escape through a protesting crowd. Very rich are the costumes worn. The women have their hair confined in *coifs* from which spring ostrich plumes; long ear-rings hang from their ears; large ruffs encircle their necks; they wear long narrow-pointed bodices, with slashed sleeves and underskirts of rich brocade. Some of them carry muffs attached to their persons by chains, from one end only; while others have hanging pockets. Nor are the men less bravely attired with their long cloaks and ruffs, embroidered breeches, and hose to set off their shapely legs. They wear upon their feet the curious "pantofles," or slippers of their period. These being without heels, led their wearers, we are told, to keep striking their toes against stones to prevent their falling off. Mellowed by age, the tones of colour present that beautiful harmony which one looks for in ancient textiles, and give to the panel a warm decorative effect. The provenance and attribution of this panel add greatly to its interest. It came originally from the Castle of Lochleven, possessed by the branch of the Douglas family of which Lord Morton is now the head, and tradition bears that it was

(Continued below.)

FROM THE CASTLE OF LOCHLEVEN: A REMARKABLE PIECE OF SIXTEENTH-CENTURY PETIT POINT NEEDLEWORK.

(Continued.) the work of Queen Mary and her attendant Maries during the time of their imprisonment there. Throughout the country there are a number of other strips of needlework, several still in Scotland, all with designs of the same general characters and

generally attributed to the same hands. Some of these may be seen on view in the Victoria and Albert Museum; while two other pieces, which came originally from Murthly, are in the possession of the Royal Scottish Museum, and hang beside Lord Morton's exhibit.

THE ART OF NAVAL "CAMOUFLAGE" APPLIED TO FANCY DRESS: THE CHELSEA ARTS CLUB "DAZZLE" BALL.

DRAWN BY OUR SPECIAL ARTIST, S. BEGG.



THE GREAT "DAZZLE" DANCE AT THE ALBERT HALL: THE SHOWER OF "BOMB" BALLOONS: AND SOME TYPICAL COSTUMES.

The scheme of decoration for the great fancy dress ball given by the Chelsea Arts Club at the Albert Hall, the other day, was based on the principles of "Dazzle," the method of "camouflage" used during the war in the painting of ships to help them in escaping from the attacks of submarines. Many of the costumes were also designed specially for the

occasion on "Dazzle" lines, but there was also a great variety of fancy dresses of the ordinary type. The total effect was brilliant and fantastic. During the evening a shower of "bombs" in the shape of coloured balloons descended on the devoted heads of the dancers, and added greatly to the hilarity of the occasion.—(Drawing Copyrighted in U.S. and Canada.)

SCIENCE JOTTINGS

THE BUILDING OF N. DEIRA AT THE BUILDING OF THE
GRAND HOTEL, JUSTINIAN: AN ARCHITECTURALTHE SETTING UP OF THE LARGEST METROPOLITAN CHURCH OF THE ORIENT AT CONSTANTINOPLE:
JUSTINIAN INSPECTING A PLAN DRAWN UP BY THE ARCHITECTS, ANTHEMIS OF TRALLIS & ISIDORE OF MILETUSBEFORE CHRISTIANITY WAS TAKEN BY THE TURKS IN 1453
& THE CHURCH BECAME A MOSQUE: ST. SOFIA.

WE are, it seems, now committed to a Ministry of Health, with all the paraphernalia of commandeered hotels and highly paid officials, clerks, male, female, and flappers, appertaining. With it must come also the reform of the Panel system, which has certainly given no satisfaction to the patient; nor, as it would now seem, to the doctor. The probable result is that, perhaps not immediately, but sooner or later, medical and surgical treatment will be provided for everyone

THE COST OF STATE MEDICAL SERVICE.

Now the article in question contemplates the establishment of what it calls clinics in every part of England and Wales. Why Scotland and Ireland are left out of the account, is not said; but possibly this is out of respect for the possibility of some further experiment in Home Rule or Devolution.

In this larger portion of the United Kingdom, however, no town or village or rural district is considered to be too thinly populated to have dumped in its midst a clinic, which seems to be what our forefathers would have called a dispensary. To this clinic, a certain number, if not all, of the doctors in the neighbourhood—including, apparently, dentists—will be affiliated, and here they will be compelled to give attendance daily. The equipment of the clinic will, of course, be dependent on the thickness of the population in its neighbourhood; and while the larger clinics will be equipped with X-ray apparatus, operating-rooms, and all the scientific luxuries of a field hospital, the smaller ones will, apparently, not rise beyond the ordinary "surgery," or doctor's shop of the General Practitioner. But Dr. Howarth and Dr. Richmond contemplate

for the whole population, it is evident that this amount will have to be provided either by the patients or by the State. As, under the present Insurance Acts, the maximum payment by the insured amounts to 5d. per week, it is evident that this last would have to be exacted from the whole population or found by the State from other sources.

Now, this figure works out, according to Dr. Howarth and Dr. Richmond, at £23,725,500 per year, and it really matters very little to anyone whether we shall have to pay it in the shape of weekly contributions in the shape of stamps, or by additions to the income-tax, which is beginning to extend its grip over the poorer as well as the richer classes of the people. But will it remain at that figure? No one who has had any experience of State management during the war can think so for a moment; and the authors' own figures themselves contradict the supposition. They show that in London and the provinces some 28,000 hospital beds are maintained at a cost of £2,855,230, or say £100 apiece, and that, lumping in institutions like those for tuberculosis and other complaints requiring special treatment, they make up at present 309,000 beds in all. These alone would therefore cost more than £30,000,000, and, with the wastefulness attaching to all State management, and the great extension of the system foreshadowed, this amount would probably be doubled. Would the balance be raised by loan? We like not the security.—F. L.

AUTOMATICALLY CONTROLLED, AND USED BY THE R.A.F.:
THE L.B. TYPE AERO-CAMERA.

by the State; and the doctor, instead of being, as hitherto, the friend of the family, will be transformed into a State official.

This will, doubtless, be good fun for the doctor, who will henceforth be assured of a living wage for the rest of his life, after passing a few not very arduous examinations in his youth. He will thus be set free to devote himself to research, or to such other branch of the *ars medica* as may appeal to him, without the carking care perpetually before his eyes of having to earn his daily bread somehow, even if it be only by humouring the imaginary complaints of his richer patients. In this way, science may possibly benefit—although this is not quite certain; some of the best work in it having been done under the compulsion of hunger. But who is going to pay for it all? The answer to this, as to all similar questions under our present system of government, is doubtless "the State," by which is always meant the taxable part of the community. The next question is, how much is it going to cost us?

An article by the Medical Officer of the City of London and the Secretary of the London Panel Committee in a recent number of the *British Medical Journal* gives us some inkling into this. It is true that the authors carefully guard themselves in a supplementary note against the supposition that it, or its figures, are in any way official; but as they have both of them been intimately concerned with the working of the Panel system in the very heart of the Empire, it may be presumed that their views are fairly representative of those of the majority of their colleagues who have come into the Panel system. As no Government scheme could hope to work without the cordial co-operation of these last, it may further be guessed that if and when the official scheme is produced, it will bear a strong family likeness to that foreshadowed in the columns of our contemporary.

also a whole hierarchy of graduated clinics rising one above the other according to a regular system, so that the village clinic would have above it the district clinic, and the district clinic the County Hospital, until an even more august institution was reached, to which the patient might in turn be transferred. They go so far in the other direction as to suggest "travelling clinics" for sparsely populated rural districts, which might or might not be motor-vans fitted up like some of the machines which we have lately seen at the Front. In the books of the clinic, however, every member of the community, great or small, will be registered; and he or she will have the right of treatment there unless he prefers to go to a doctor outside, and to pay him in the usual way. What contribution he is to make in return is not very distinctly stated; but as the authors base their calculations on a figure of 13s. a head

PHOTOGRAPHY WHILE IN FLIGHT: THE AUTOMATICALLY CONTROLLED L.B. TYPE
AERO-CAMERA IN USE.

The L.B. Type Aero-Camera, invented by Mr. Collin M. Williamson, who is well known in the cinematograph industry, was used by the Royal Air Force during the war, to obtain records of the movements and tactics of the enemy. It is automatically controlled, both for exposure and plate-change. The power necessary for carrying out these operations is supplied by the small propeller attached to the camera: the action of the propeller turning under the influence of the wind velocity causes the plates to change mechanically within ten seconds after each exposure has been made. Mr. Williamson is also the designer of the automatic film aero-camera, which is capable of making as many as 250 exposures with one loading.

BIG-GAME HUNTING IN EAST AFRICA: A SPORTSMAN'S PARADISE.



COMPARATIVELY RARE: A FINE SPECIMEN OF A SABLE WHICH GAVE GOOD SPORT.



SOMETIMES SEEN NEAR NAIROBI: AN IMPALA SHOT IN THE KIKUYU COUNTRY.



ONE OF THE PRETTIEST AND TIMIDEST OF EAST AFRICAN BUCK: A GRANT'S GAZELLE.



TO BE SOUGHT FURTHER AFIELD THAN NAIROBI: AN ORIX WITH FINE HORNS.



UNPOPULAR, AS INFESTED WITH TICKS AND A CARRIER OF COAST FEVER: A ZEBRA.



REMARKABLE FOR STRANGE ANTICS ON THE APPROACH OF MAN: A FINE OLD BULL WILDEBEESTE.

The attractions of East Africa as a big-game hunting ground for men of moderate means are described in an article on another page. Regarding the above photographs, the author gives the following notes. The sable shown in the first one was shot by Lieut.-Col. S. N. Faulkner. It gave a lot of sport, and was none too safe to hunt. Impala were plentiful a few years ago round Nairobi, the capital of British East Africa, but are seldom seen near it now. Grant's Gazelle and Orix, too, must be sought further afield. The Zebra, which over-runs East Africa, is highly unpopular both with sportsmen and farmers, as he

is infested with ticks (some are visible in the photograph), and is thus a carrier of the dreaded Coast Fever. Although the carcass had only been left unprotected for half an hour when the photograph was taken, vultures had already picked out the eyes. The fine old Wildebeeste bull seen in the last photograph had probably been driven out of the herd by a younger aspirant to leadership. He was brought down at 350 yards by a bullet from a '318 Express rifle. The natives believe that this beast has a maggot in the brain, and is, therefore, mad—a belief induced, probably, by its extraordinary antics.

SPORT IN CONQUERED TERRITORY: EAST AFRICAN BIG GAME.



A HUNTING EXPEDITION: A GUN-BEARER AND SAFARI OF WAPAGAZI (CARAVAN-PORTERS) CROSSING THE PLAINS.



DIGGING OUT A SPRING HARE: A TASK THAT WAS ABANDONED AFTER SOME HOURS.



THE BEST DRESS FOR BIG-GAME HUNTING: THE AUTHOR IN BUSH KIT.



NEAR A STREAM WHOSE WATER WAS CAREFULLY TESTED: A SAFARI CAMP IN THE BEAUTIFUL WASIN GISHU COUNTRY.



THE KING OF THE EAST AFRICAN BUSH, STILL NUMEROUS NEAR NAIROBI: A REMARKABLY FINE LION.



THE COMMONEST EAST AFRICAN BUCK: A VERY BIG HARTEEBESTE, WITH EXCEPTIONALLY LARGE HORNS.

The author of the article on East African big game, elsewhere in this number, recommends Moshi, in the conquered territory, as a base for expeditions. In some notes on the above photographs he says that the native porters (wapagazi) can each (man or woman) carry a 60-lb. load on the head for many hours a day. The Spring Hare is an extraordinary little animal with abnormally long legs. During the digging here illustrated, innumerable "run-ways" and eight or ten "living rooms" were unearthed. The bush kit-dress consists of an upper garment which is a coat and shirt combined. It gives absolute

freedom of movement and free access to the body for any breeze there may be. A red sun-proof cellular vest should be worn underneath. The Wasin Gishu country is one of the most fertile districts in East Africa. The testing of water is a very necessary precaution. Many lions are still found near Nairobi, especially by the Athi River. Last Christmas a Hindu taxi-driver ran over and killed a lioness at night on the Thika Road just outside Nairobi, and brought the carcass to Mr. Dawson's store to sell the skin. The plains outside the town literally abound with Hartbeeste.

THE NEW BROOM. By BART KENNEDY.

It sweeps the cobwebs out of your mind. It makes you sit up and take notice. You've been wondering why you were always a day behind the fair. The fact that you have invariably come in a good last—in whatever race you have entered for—has puzzled you and made you feel sad. Everybody, or nearly everybody, gets ahead of you. All your life you have been in the also-ran class. You have never shown any sign of getting out of it. But—well, you mustn't give up. There's a chance for you.

Pelmanism!

That is the new broom that will brighten and smarten and brush up your mind. No, it won't make you a genius; but it will serve you a turn that is a good deal better. It will enable you to use effectively the actual brain that you have under your own individual hat. You must never forget that being a genius isn't all beer and skittles. Often it happens that such a person can't earn a living. What you want to be is a bright, up-to-date yourself. You want to get rid of the useless mental lumber that gets in way of the alert working of the faculties you were born with. The trouble with you is that you have let yourself fall into what is practically a perpetual sleep. You have become so slow that you are unable to grasp the passing opportunity by the front lock. And therefore it is that you invariably find yourself left out in the severe cold.

Pelmanism!

You don't have to have a 'Varsity education to enable you to reap the full benefit of its teaching. All that is required of you is to be able to read and write—and to follow faithfully the course laid down. If you won't follow faithfully and exactly the instructions, then you mustn't have anything to do with the course, for you will only waste your time. If you take up the course, you must stick to it without deviation.

It may be that you are one who is well off. It may be that you are one who has more money than is good for you. And—as often happens in a case like this—you are bored. You don't know what to do with yourself. You find that money of itself hasn't the magic in it that many people think it has. You drift aimlessly through life—a moneyed nonentity. You find that money of itself won't pay your way in this mysterious world of ours. You feel that you are not really in it, that you are out of things. You have eyes that can't see, ears that can't hear, a brain that can't get a proper hang of the things that surround you. This being the case, there is but one thing for you:

Pelmanism!

If you will follow the lessons contained in the twelve "little grey books," your mind will become clear and sharp and bright. You will find yourself able to see and appreciate the wonders in this wonderful life of ours. Your sympathies will grow and enlarge. The heavy dull veil that is always in front of you will be dissipated. You will be another person. Or, to put it more exactly, you will be a youth with your faculties developed and sharpened.

Again, you may be a man who has never had a chance, or you feel that you have never had a chance. You want to rise, to get on in the world; but you are not able to do it. Things are against you, people are against you! But the truth is there is nothing against you at all. The truth is that people don't give you or your affairs a thousandth part of the consideration you imagine they give. This world we live in is a busy, hustling world, and it takes people all their time to mind their own individual p's and q's if they are to manage to get along in it. And as for things or fate being against you—why, it is nonsense. I'll admit, however, that you have an enemy. But you don't have to go far to find him. He is yourself! You are the person who is responsible for your not getting along. And don't you go and forget it. This blaming of things and this blaming of other people is silly. It would be better to ignore it. What you have to do is to get your mind tightened and braced up. When you have done this, you will find things different.

But perhaps you are one who has really never had a chance. It may be that environment is against you. Well, if this be the case, this course will help you. It will make your mind keener and more alert. You will be able to grasp the chance when it does come along. It is as well to face the fact. In this world the race is to the swift and the battle is to the strong. This may not be so in absolutely all cases, but it is near enough for all practical and working purposes. You must make yourself as fit as you can. Then you will have a chance in the struggle.

The lessons that are contained in these "little grey books" will help you. They will give you a command of yourself such as you never thought to be possible. They will enable you to use the power that lies buried within you. Minerals and ores that lie in the earth are of no use to man if they are not brought up to the light. If coal is not brought up from the dark depths of the mine it might as well not be there. It is the same way with the human mind. Often there are possibilities of power lying within it even as precious ores lie within the seams of the rocks. And these possibilities are allowed to lie buried and dormant. No use is made of them. And a man goes out beyond the great Divide without ever really knowing what he had it in him to accomplish. Don't misunderstand me. I am not saying that Pelmanism is a something that works wonders and miracles. To say this would be to say the thing that is not. No, it contains no master secret. It is simply an intelligent and systematic and individual method of education. The essence of it is that it enables you to teach yourself.

The trouble with education in general is that it is stereotyped. It is too often but a pain-giving endeavour to run minds into a common mould. That is the main reason why healthy children revolt against it so often. All things in nature are different. Even for every leaf there is, so to speak, a different mould.

Schools and colleges are run too much on rule-of-thumb lines. Quite often the best and most effective minds are those that have not been run through the usual educational mill. Another thing. The system in the school and the college is in itself not sound. The herding together of pupils—to be taught by a teacher at exact and stated intervals—is against the individual development of the individual mind. In fact, our whole system of education seems to be based upon the theory that it is an excellent thing to put the human mind into a sort of mental strait-jacket.

As I suggested in the beginning, Pelmanism doesn't pretend to give anyone a new set of brains. What it sets out to do—and what it actually does do—is to enable people to get the best out of themselves. That it does this is proved by an overwhelming mass of evidence—evidence, I may remark, that comes from those who have gone through the course themselves. There are piles and piles of letters coming from all sorts and conditions of people. And these letters all say the same thing—that the writers thereof have benefited very much mentally from having gone through the exercises that are contained in the twelve books.

It is the most effective system of mind-training that has appeared in history. And doubtless the reason for this is because it has no axe to grind in the sense of endeavouring to train minds so that they may be the more easily subjected to the wishes and aims of arrogant ruling cliques. Too often has this been the fatal flaw in systems of education. The aim of the educationalists has been to make slaves of those that they taught. Too often have teachers thrown dust in the eyes of their pupils.

This is not the case with Pelmanism. It teaches human beings the way to get the best out of themselves. It endeavours to inculcate no bias. It has no scheme of domination to forward. Its motto is that splendid motto that is at once old and new: Know thyself!

Full particulars of the Pelman Course are given in "Mind and Memory," which also contains a complete descriptive Synopsis of the 12 lessons. A copy of this interesting booklet, together with a full reprint of "Truth's" famous Report on the work of the Pelman Institute, and particulars showing how you can secure the complete Course at a reduced fee, may be obtained gratis and post free by any reader of "The Illustrated London News" who applies to The Pelman Institute, 53, Pelman House, Bloomsbury Street, London, W.C.1.

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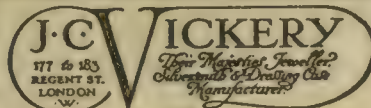
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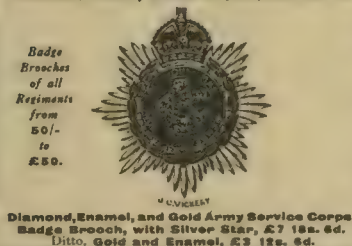
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(Strictly Wholesale).

LITERATURE.

The Late Major McCudden. Of the many interesting memoirs which have come into print since the war began, none will be found more engrossing than "Five Years in the Royal Flying Corps" (Aeroplane and General Publishing Company), by the late

Croix de Guerre, which he had received while Flight Sergeant some time before. From this point the book becomes a succession of stories of fights in which he took part; and yet, to quote from the Introduction, "James McCudden disliked War, but he realised that by fighting alone can peace be obtained, and by preparation for fighting alone can peace be maintained." He had many friends, and a keen memory for their achievements, and stories of them pour from his pen in these pages. He remarks, on hearing of the death of his Commanding Officer: "It seems to me that, in the Flying Corps, the very best fellows are always those that are killed. . . . and one sometimes sits and thinks, 'Oh, this damned war and its cursed tragedies!'" He pays a very fine tribute to the German airmen—and, indeed, had quite an admiration for the skill with which they manœuvred. Several times he expresses his regret at having to record the death by his hand of some "brave Hun."

Both his brothers died for their King and Country in the R.F.C., and in the end Major McCudden himself, at the height of his victorious career, was killed in a trivial accident just after leaving

the ground. The general feeling throughout his book is best expressed by those well-known lines of Rupert Brooke—

If I should die, think only this of me:
That there's some corner of a foreign field
That is for ever England.

Life in a German Prison. Mr. Alec Waugh takes a broad view of his experiences

as one of the subjects of his interesting book, "The Prisoners of Mainz" (Chapman and Hall), and a loyal adherence to realism has not prevented the author of "The Loom of Youth" from touching upon the seriocomic, as well as the tragic aspects of the war. He gives, with equal facility, word-pictures of desolated villages—once as peaceful as Goldsmith's "Sweet Auburn," and, in close

proximity, suggests the horror of war, or the grim humour of the Germans' minute knowledge of details, for possessing a quarter of which "anyone" (in the British Army) "could have had a Staff appointment for the asking." He enlarges, too, upon the farcical treatment of the Germans by a sergeant-major, who had "spent his last moments of liberty near the rum jar," and could not rid himself of the idea that he was still in charge of a parade. The book is broadminded and unprejudiced, the author holding himself free from indiscriminate abuse of the Germans—not denying the brutality of many of them, but, on the other hand, pointing out the injustice of farring them all with the same brush. Suggestive comments are made by him, or repeated from the words of German officers, giving their conviction in the early days that they would win the war because they had unity of command; an opinion which subsequent events must have radically changed. Throughout the book there is evidence of an endeavour to hold the balance evenly, and not to assume that the Germans as a race can be fairly judged



WITH THE BRITISH FORCES IN FIUME: ON THE MARCH.
British Official Photograph.

Major J. F. B. McCudden, V.C., D.S.O., etc.; particularly so owing to the fact that the author joined the R.F.C. before the war, in its nursery days—when, indeed, at the outbreak of hostilities, that force possessed only about fifty machines. The book is written mainly in the form of a diary, and is free from technicalities that would bore the layman. James McCudden was born in March 1895, at Gillingham, Kent, the son of an Irishman. He came of a family of soldiers, and this book reveals the intensity of his feelings for the Motherland he so gallantly fought for and died for. He joined the ranks of the R.F.C. at the age of eighteen, having previously served as a bugler in the Royal Engineers for three years. His attention to detail, and his thoroughness, soon marked him out for notice. Early in 1917 he was given a commission, and soon demonstrated his zeal in destroying enemy machines; within a month he had gained the M.C., in addition to the



WITH THE BRITISH FORCES IN FIUME: BLUEJACKETS ON A BRIDGE
BETWEEN FIUME AND KUSAK.—[*British Official Photograph.*]

from their most offensive specimens only. The volume is illustrated by Capt. R. T. Roussel, and has a picturesquely written "Ballade of Dedication" to the author's "fellow-gefangener," A. H. Chandler.

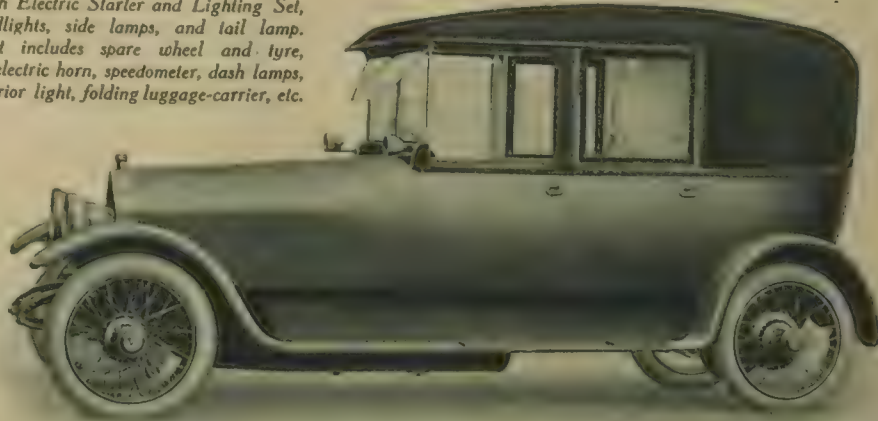
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Anything that will help towards health—that will help towards a better and fuller life—is the most valuable of all the things of worth. As an aid to health, nothing has more fully proved its value in the trying days of war than Hall's Wine.

The most convincing proof of this is found in the thousands of letters received from doctors all over the country. These form striking tribute to the efficacy of Hall's Wine in times of epidemic, of stress, strain and worry, and if published would fill many volumes. In themselves these letters prove beyond question or doubt the supremacy of Hall's Wine as the national tonic restorative.

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LADIES' NEWS.

MILICENT Duchess of Sutherland has had a full life, and has made a name for herself as a remarkably successful hostess. She has written books and a play; she started a Technical Institute near Dunrobin which has proved a blessing to Northern Highland boys. Finding that they had no money to provide for themselves during apprenticeship, she set about raising a fund for that purpose, and accomplished her desire. pitying the lot of cripples in the Potteries near Trentham, then her Staffordshire home, she started a Guild to teach them metal-work; it is now self-supporting, and disabled soldiers are joining it. It has opened a new and happy life of interest and occupation for these handicapped people. Seeing great poverty on the crofts in the North, she fostered the Scottish Industries Association, had a depot near Dunrobin (well patronised by tourists), and every year held a sale at Stafford House until that mansion was given up. The last sale—before the war—was held at Lady Beatty's house, Hanover Lodge, Regent's Park, and in its charming grounds. Since the war the Duchess has worked in Belgium and France. For the future, it is said that she will reside mostly in Paris. Lady Rosemary was the last of her children to marry. Captain Lord Alistair Leveson-Gower, M.C., was married in France last year to Miss Elizabeth Hélène Demerest, a dainty and charming American. The Duke has been married over six years. It was at the beautiful place near Guildford which he purchased recently that Commander and Lady Patricia Ramsay spent the first days of their honeymoon. Millicent Duchess of Sutherland married in 1914 Brigadier-General Percy Desmond Fitzgerald, D.S.O., whom she had known for many years.

The Duchess of Aosta, whose short visit here was welcomed, is a great favourite in our Royal Family—especially, perhaps, with Queen Alexandra. All her girlhood was spent in England, and she was a clever and capable

follower of hounds. Her mother, the Comtesse de Paris, was what was rarer then than now—a first-rate shot at a rocketing pheasant. The Duchess was married at the little chapel at Kingston-on-Thames built by a Countess of Mexborough; and the present King of Italy, then Prince of Naples, was best man—or, as royalties call it, "supporter" to the bridegroom. The last visit paid by the Duchess was when her youngest sister, Princess Louise, was married at Wood Norton to Prince Charles of Bourbon-Sicily. On that occasion it was discovered,

King of Spain coughing painfully while it was in progress. Later, there was an elaborate ceremony in a gorgeous marquee erected quite near the house. The Duke of Aosta stood as heir to the Crown of Italy until the birth of the Crown Prince. He has two sons—the Duke of Pouilles (the title is hereditary), who will be twenty-one in October; and the Duke of Spoleto (a title conferred), who is nearly nineteen. The elder son served with the Italian Army as a private soldier; and the Duke of Spoleto is in the Italian Navy. The Duchess is very tall, and as fair as her elder sister, Queen Amélie, is dark. She is a wonderful sportswoman, a great walker, and during the war showed herself absolutely fearless in attending to her nursing under the Italian Red Cross.



THE VOGUE OF THE HEAD-DRESS.

Caps of every variety, fillets and kakoshnik-like head-dresses are all the rage just now for evening wear. Illustrated above are a head-dress of pearls and champagne-coloured feathers; a close-fitting little jet cap; and a brocaded turban, with tassels of multi-coloured beads at one side.

Queen Elizabeth of Roumania is another beautiful royal visitor whose work as a nurse under enemy fire has gained for her the admiration of the world. Princess Elizabeth, her eldest daughter, who is twenty-four, a musician of distinction, and very beautiful, did not accompany her mother. Princess Marie, known in her family circle as Mignon, is the sprightlier and livelier of the two grown-up Roumanian Princesses; the third, Princess Ileana, is not yet eleven. Princess Mignon is not twenty, and loves England and all things English. They are here. Queen Elizabeth was married when she was eighteen. All her children have been brought up on English lines, and have had English governesses, nurses, and tutors. The second son is now at Eton; his brother married out of the royal circle, and renounced his rights of succession. The little pet boy of the family, Prince Mircea, died in November 1916, before his fourth birthday. The Huns were shelling Bucharest at the time. Queen Elizabeth and her daughters will be here for at least a week more.

almost at the last moment, that the private chapel of the Duke of Orleans was not licensed for weddings, so the actual ceremony took place early on a frosty November morning in a little corrugated iron chapel in Evesham, the

If the never-to-be-forgotten Samuel Pepys of diary fame could walk down Bond Street and condescend to be interested in such femininities, he would marvel at the hats on heads and in shop-windows. The latter are the

Continued overleaf.

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Soap, 10d. and 1/9 per tablet; Cachous, 6d.;
Sachets, 7d.; Toilet Cream, 1/3;
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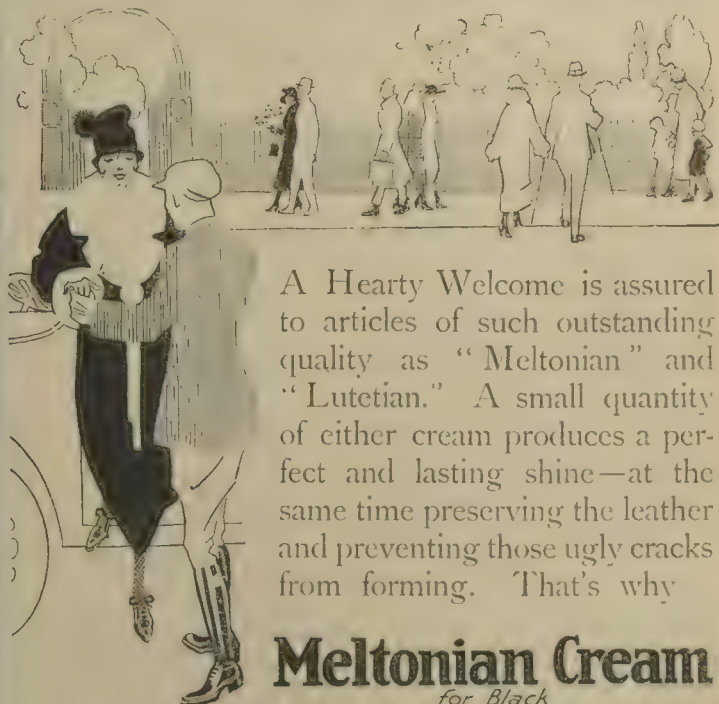
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Continued.
most astonishing, for a hat once on a head, if it be a well-poised and well-cultured one, seems to tone itself into harmony, even if it has feathers sticking out at all sorts of unexpected places, and so unlike the plumes of an ostrich that that bird would never know its own property. Millinery is bizarre, but it is becoming and stylish; therefore, mounted on the heads it was created for, one approves it greatly. On stands, hats do give one to think if they will ever arrive at heads. There was a skull-cap of black satin, with two black glycerined leathers rising at either side. They looked like skeleton plumes; even rationing could not have reduced them to such a state of attenuation. The rake of these wrath-like feathers was Mephistophelean. Later, I saw that hat on the well-dressed head of a lady whose reputation for smart dressing is second to none. It added to this reputation, while on the stand one wondered if any woman would ever wear it.

Will there be a Season or won't there? That is the question. It would seem that there can be no certainty until international and industrial peace is secure. There is dancing, heaps of it—so much that signs of weariness are setting in. A few announcements, such as the Derby at Epsom, Henley Regatta, the Eton and Harrow match at Lord's, have been made. Everything else is nebulous. If Peace is signed soon, and the workers agree with employers and start in to regain prosperity, we shall have a brilliant little season. If not, then we shall go on expecting it to begin until the time for it is over; and then everyone will go off for holidays, and set their hopes on a brilliant autumn. A Victory Gala at the Opera, a State visit from the King and Queen of Belgium, a State visit from the King and Queen of Italy, a triumphal public celebration of Victory-won Peace, are all on the cards, and, as things are now, likely to be played. These are times, however, when Mark Twain's advice, "Never prophesy unless you know," is sound.

The Duchess of Somerset is staunch to the good work of London's Invalid Kitchens. They provide good, well-cooked, nutritious food to poor folk in their own houses. Many a hiatus between hospital and resuming work has been gastronomically bridged over by them. Doubtless the Ministry of Health will institute something of the kind. Meanwhile, well-tried Duchesses are better friends than brand-new Ministries. A sale held last week by her Grace of Somerset at her house in Grosvenor Square was mainly for these kitchens, albeit four other relief funds benefited.

helping Lady St. Cyres to sell. Priscilla Countess Annesley, who seldom asks anyone to buy, was a successful saleswoman. Even her own sex value a smile on her beautiful face. Countess Torby sold with the natural charm which makes her such a favourite. Lady Ingfield had for sale much English hand-made lace; also lace and boudoir caps and dainty undies made by invalid workers; and was much pleased with two magnificent bedspreads in fillet lace and chiton and embroidery that she was showing. Mme. Clara Butt, she said, was a good customer for these; and someone shyly asked if they were for a full-length bed.—A. E. L.



TO MARRY MISS FITZ-HERBERT WRIGHT:
CAPT. RUDOLPH ELWES.

Capt. Rudolph Elwes, M.C., Coldstream Guards, is the second son of Mr. and Lady Winifride Elwes, of Roxby, Lincolnshire, and Billing Hall, Northamptonshire.—Miss Hermione Fitz-Herbert Wright is the eldest daughter of Mr. and Mrs. H. Fitz-Herbert Wright, of Yeldersley Hall, Derbyshire. (Photographs by Vandyk.)



TO MARRY CAPT. RUDOLPH ELWES, M.C.:
MISS HERMIONE FITZ-HERBERT WRIGHT.

All kinds of out-of-the-way things of art and beauty and antiquity were sold. Novel hats shown on the heads of aristocratic mannequins proved attractive. The Duke himself, after contemplating one on a lovely girl, sighed his regrets that it would not suit his style of beauty and the Duchess did not allow him to choose her hats. Viscount St. Cyres, fresh from his Red Cross work abroad, was

not to be," threatens to rage furiously with regard to the projected Channel Tunnel. Obviously it should be decided by the views of great engineers, as it is one of those problems in which expert advice is not merely desirable, but essential. The conditions are so strange, and the possibilities so great, that it demands the most careful treatment, especially by engineering experts.

Whatever may be its ultimate fate, the question, "To be, or

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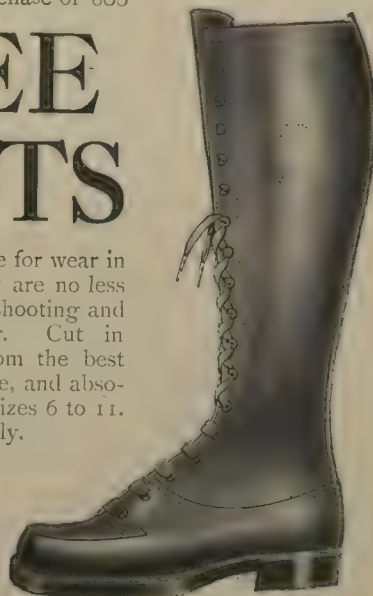
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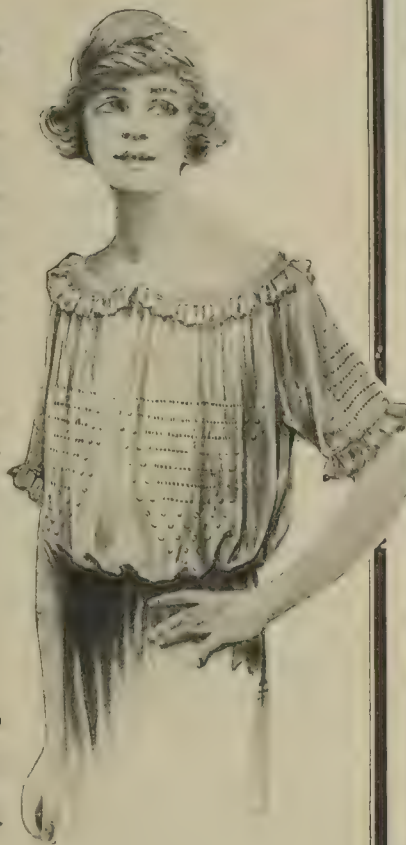
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NEW NOVELS.

"Morning Joy." "Morning Joy" (Hurst and Blackett) is a novel which, if it does not reveal the world as it is, describes very nicely the world as we might wish it to be, with praiseworthy sentiments tripping to the tongue, and virtues and vices alike clearly defined and dealt with by plain, straightforward acts of conscience. It is, to be frank, an old-fashioned romance, and its up-to-date dress really does not suit it very well. Motor-cars are an anachronism, and the dashing people should dash in dog-carts, as in the far fair days of Molly Bawn. Mrs. Rachel Swete Macnamara handles her elderly people better than the young ones, though she draws and colours Desirée Hasard with a careful art. "No classic perfection of feature was hers, yet with her apple-blossom colouring and fineness of texture she produced an effect of radiance, of exquisite finish which carried her far beyond the attainments of mere prettiness." After this, the intelligent reader will have no difficulty in perceiving that the young man she meets in a railway carriage, whose "eyes were grey, set in a tanned face of pleasant ugliness," and whose "mouth could look grim, but it smiled with his eyes now," is destined to lead her to the altar in the last chapter, after just so many ups-and-downs in the course of true love as may ensure that "Morning Joy" shall work out to the usual length required for the usual novel.

"Wild Youth." Sir Gilbert Parker has gone to Western Canada for the scene of "Wild Youth" (Hutchinson), a title that does not fit the chief story of his book with great precision. "Wicked Old Age" would have been better. The big character is Joel Mazarine, who has worn out and buried two wives, and is battenning upon the youth—tamed and submissive, not wild at all—of a third. Stress is laid on his wickedness and its horrid combination with old age—and, indeed, he is a most unpleasant elderly person in every way. The girl-wife wakes to love for a volatile youth who comes by an accident to the farm; and, after extreme provocation, she leaves Mazarine and retires to a



COLOGNE PHOTOGRAPHED FROM THE AIR: A ZEPPELIN-SHED NEAR THE CITY.—[Official Photograph.]



COLOGNE PHOTOGRAPHED FROM THE AIR: THE CATHEDRAL AND THE HOHENZOLLERN BRIDGE. Official Photograph.

neutral household to have a nervous breakdown. In the meantime, Li-Choo, the family servant, who is a Chinese Duke, or the son of a Chinese Duke, revenges himself upon the old man for injuries to his own feelings, mental and physical, and to his young mistress; and Joel Mazarine is wiped out of the path of future happiness prepared for the lovers. It all happens as things do happen—in story-books; and the backwoods chorus of the kindly doctor, the wastrel Irishman with the poet's eye and the heart of gold, the rugged but chivalrous citizens of Askatoon, provide appropriate comment upon the events of the drama. "Jordan is a Hard Road," the second tale, is even more conventional. It treats of the reformation of a notorious train thief, a giant of his species, who found salvation and became the Mayor of his adopted township—the township's knowledge of his career being no hindrance to his election. How he adored the daughter from whom he hid her paternity lest she should blush to know it; how he robbed his last train heroically for the sake of the daughter; and how he died saying "Mercy, mercy; Lord have mercy," after he had murmured "Kiss me, little girl"—these are the things that are written in "Jordan is a Hard Road," for the pleasant

tweaking of the heart-strings of the sentimental reader.

"Blight." "Blight" (Duckworth) has all the dreariness that would be anticipated in a novel without vision, and with the half-knowledge of human nature—on its animal side—that produces the Dead Sea fruit of a certain class of fiction. M. Fulton does not deal with woman the complex, the many-sided being, but only with woman the creature of sex. The men, too, are either the hunter or the hunted; in the rare moments when they have no gallantry in hand they are dummies. The pity of all this is that the book is quite well written. Is the obsession that darkens it a passing phase? If it is, the author may yet write a book to be read with pleasure—a book that may hold up the mirror to humanity and show it truly reflected, and not, as in "Blight," with its grossness paramount, and its dignity lost in an exaggeration of sad and sorry weaknesses.

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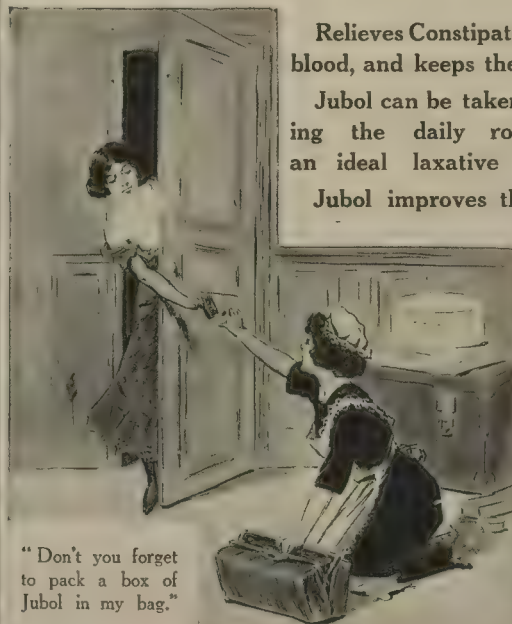
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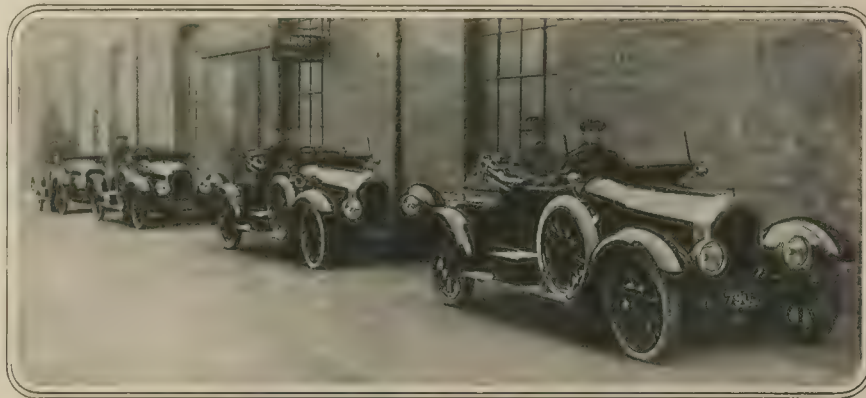
The Ways and Communications Bill.

The tremendous volume of opposition which has grown up against this Bill will result, it is believed, in a complete re-casting of the measure, though it is not at all certain that the Government will consent to exclude the roads without a fight. As a matter of fact, it has been stated in authoritative quarters that the Administration intends to stand or fall on the highways question. It is possible that before these lines appear in print the second reading will have been taken and the matter settled one way or the other, though at the moment it seems more than probable that there will be a further postponement. I do not desire to pose as an authority, but to me it would be surprising if, in view of the strength and calibre of the opposition, the Government should risk a fall by persisting in the intention to place highway administration in the hands of a separate department of the new Ministry

As an example of what the opposition to the measure is like, I may say that of 195 local authorities—county and borough councils—which have passed resolutions in connection with the Bill, no fewer than 192 have pronounced against it; while the other three are lukewarm in its favour. Those are the figures at the time of writing; but it is safe to assume that by the time the Bill comes forward again these will have been materially increased, and, taking the proportions as constant, we shall be able to claim that the voice of the local bodies is practically unanimous in opposition to placing the roads under railway administration. Apart altogether from the highway interests, there is tremendous opposition from practically every quarter. Dock and harbour authorities view with alarm the far-reaching powers the Bill is intended to confer upon the new Ministry. Chambers of commerce and industrial associations see in its provisions the creation of a dangerous system of bureaucratic control of the



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whole of the country's communications, and are up in arms against it. Indeed, it may be said that the Bill is practically without a friend in the world, save and except its own draftsmen and sponsors. That it can pass into law, then, is at least highly problematical.

Why the Bill is Dangerous.

I have been reminded that, while for years I have advocated placing the highways under central control, and have even made use of the title Ministry of Ways and Communications in connection with the argument, now it is proposed to do this very thing I am with the opposition. It is fair comment, and explanation is certainly due. In advocating the creation of a Ministry of Ways and Communications I have never had in mind more than the roads and road bridges, and possibly the canals. The railways one has always accepted as a standing institution, so to say, under their own management, and with their own methods of development and working. Nationalisation then was only a phrase, and one that was seldom heard, so that the placing of *all* our means of transport under a single administration did not enter into the calculation at all. Now there is really no need to enter into elaborate arguments to justify the opposition. The position can be stated quite briefly and in a manner easily understood by

anyone who has the slightest knowledge of affairs. On the one hand, we have the railways, which, whatever their faults of management, are a revenue-earning concern. On the other, we have the highways, which not only do not earn revenue, but are a charge on the community. True, they are a justifiable charge, since they are the veins and arteries by which the life-blood of the community circulates. We cannot do without them, and must be content to pay. What happens in the case of a business in which one department shows a profit, and another is a dead financial charge upon the establishment? Obviously, the paying department is fostered and developed to the limit of the resources of the business; while the other is

(Continued overleaf)

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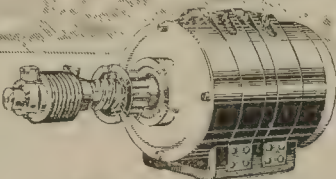
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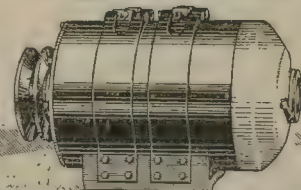
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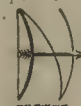


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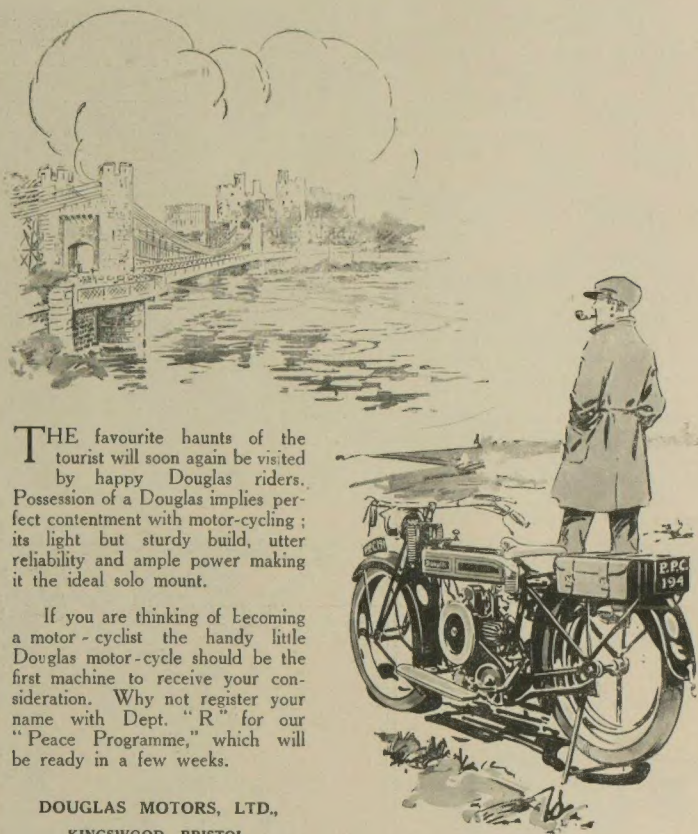
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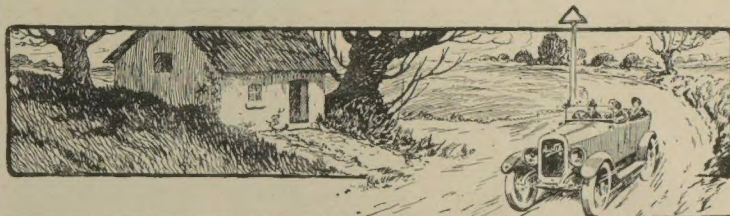


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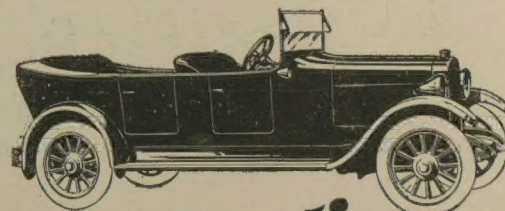
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trations will shortly
be presented.

Continued.) either allowed to die of inanition or is ruthlessly cut out. Is it likely that the roads would, under the suggested Ministry, be developed at the expense of the railways? As a matter of fact, they ought not to be developed at the expense of any other form of transport, but it is as well to put the question thus. Is it not probable, to put it another way, that every penny the Ministry could squeeze to assist the revenue-producing department would be allocated to that department, while the non-paying highways would be starved?

An Excellent Example. In these days of profiteering in cars, it seems to me that the Sunbeam Company has set an example which might be followed by others with considerable advantage. Sunbeams publish the list-prices of their cars, and notify the public that these are the highest prices at which they authorise their sale. They further ask that members of the public who are asked to pay more will communicate at once with them, so that the firm may take what steps they deem appropriate. There is quite a business being done by "smart" people who order a car for earliest delivery, paying a small deposit, and then sell the contract at a premium. It is good to know that one firm of repute declines to allow this sort of traffic in its products.

A NEW USE FOR A "GLAXO" TIN.

THE war revealed many unaccustomed uses for familiar domestic appliances, one of which we illustrate. It is a tea-pot made of Glaxo tins, by an Englishman interned



A WAR-TIME CURIO: A TEAPOT MADE FROM "GLAXO" TINS.

in Austria. He says: "I made three such pots, all of which have been brought home as mementos. The Glaxo

was sent out amongst other comforts, and, besides being used for the feeding of children and as a milk substitute for the entire colony, it was largely used by many of my personal friends as a remedy for insomnia and nervous debility, from which, I regret to say, many of them suffered."

The Ardath Tobacco Company, manufacturers of "State Express" cigarettes, present a very satisfactory report for 1918. The profit amounts to £70,885, plus £25,795 brought forward, and £22,845 reserves. The Directors declare on the Ordinary shares a dividend of 25 per cent., plus a bonus of 5s., place to reserve £80,000, and carry forward £14,066. The capital of the Company has been increased by the creation of 200,000 £7 per cent. Preferred Ordinary shares of £1 each, and £200,000 has been capitalised from reserve and applied in payment at par of 100,000 of the new shares.

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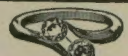
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